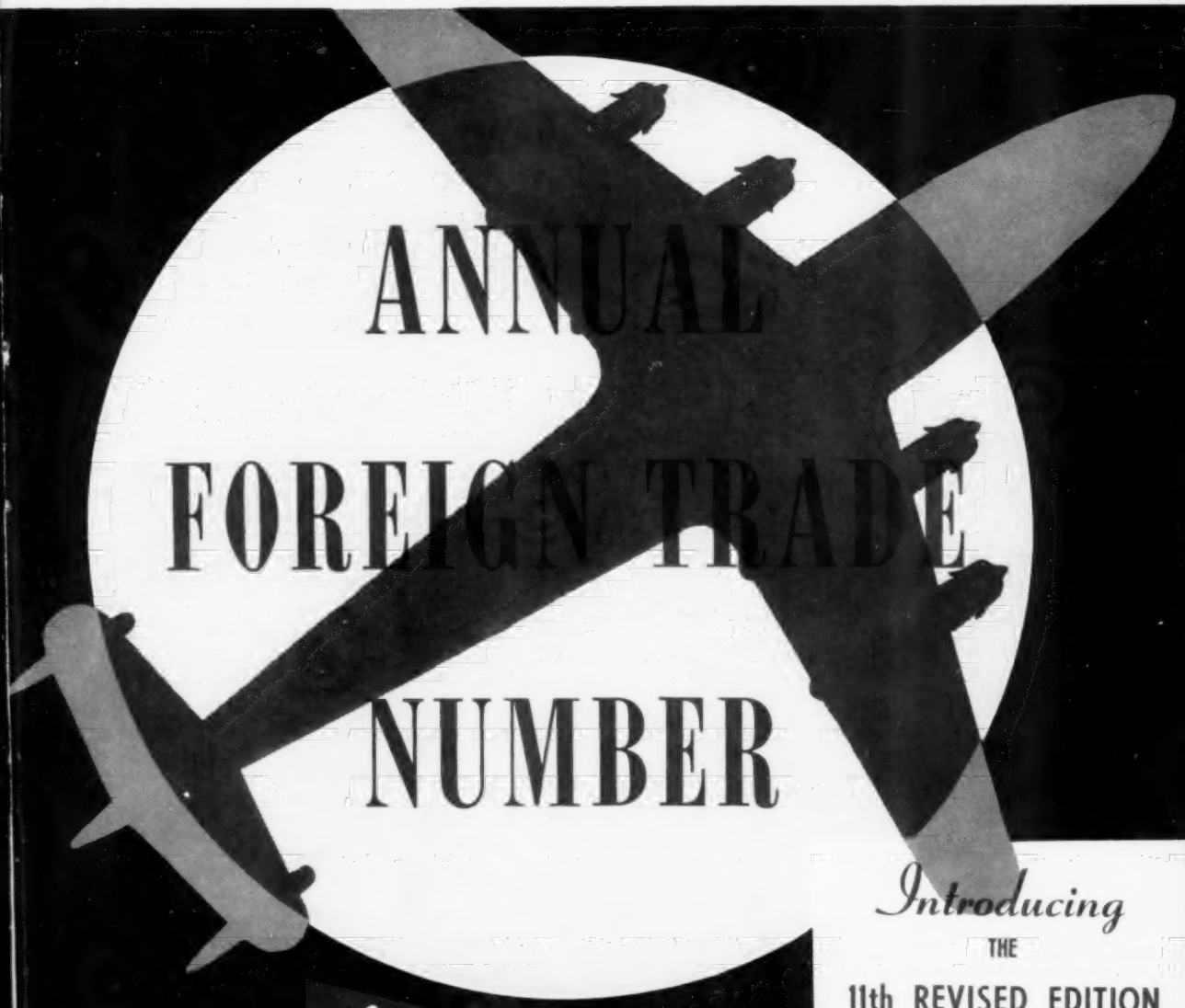
THE WORLD'S FIRST AIR CARGO MAGAZINE—NOW IN ITS 16TH YEAR

# AIR TRANSPORTATION

Vol. 31, No. 5 THE AIR MAGAZINE FOR THE MODERN SHIPPER November, 1957



## ANNUAL FOREIGN TRADE NUMBER

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## 15 Years Ago In AIR TRANSPORTATION

### NOVEMBER, 1942

According to a report from the Glenn L. Martin Company, the giant patrol bomber, *Mars*, is being converted into a cargoplane. Cubic content of the *Mars'* interior is said to be the equivalent of a 14- or 15-room house. Martin believes that such aircraft "will form the nucleus of a vast merchant marine of the air when victory has been won." He adds: "There are no practical limits to the size of flying ships, except the availability of payloads."

* * *

*Says a news story: "It's here. All-cargo air service on two of the nation's four largest domestic airlines is already operating, with a third shortly to launch the same service. Eastern Air Lines has been operating a New York-Miami cargo service for some time. United launched its service from New York to major Pacific Coast points on November 1. American is shortly to follow. Only two months earlier Panagra inaugurated the first all-cargo operation in the hemisphere, between Balboa and Lima.*

* * *

Walter Johnson, assistant manager of mail, express and freight for American Airlines, is pictured explaining AA's Air Express and Air Freight Shipping Guide to field superintendents of the department. The Guide is believed to be the first one of its kind in air transport history.

* * *

*Feature story in the issue is titled,* Pan Am's First 15. *It carries the following subhead:* Unobserved Birthday of World's Biggest Airline Points to Its Pioneering of Cargo-by-Air.

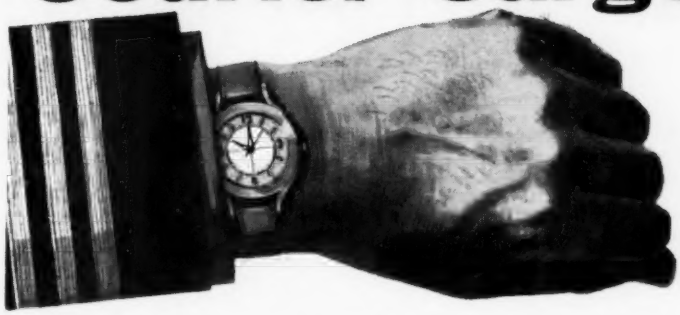
* * *

Henry F. Grady, president, American President Lines, and former Assistant Secretary of State, writes: "It is significant to note . . . that nearly all of the transoceanic services, including those originating in the Americas, parallel established maritime routes and were in some instances affiliated in one way or another with the steamship lines whose sea lanes they paralleled. This was a perfectly logical development for the reason that air and water transportation are naturally and essentially complementary. Each mode has its own province and special function, but it is my firm conviction that the highest public service is attained where under proper circumstances the two are combined, each working in conjunction with and complementing the other."

* * *

*In a radio interview, Donald W. Douglas, president of the aircraft company bearing his name, states: "Many types of planes now in production can be adapted to peacetime use with very little change in facilities. For instance, virtually all the cargoplanes now being built for wartime transport purposes could be used commercially with few revisions."*


# Courier Cargo



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The day-in and day-out function of the New York Board of Trade is to keep legislators and government bodies informed of the attitude of New York business on current affairs. It also acts with speed and decision, on civic crises affecting business.

The Transportation Section of the Board is representative of both users and suppliers of all forms of transportation. It is governed by an Executive Committee. This Committee meets monthly to review the recommendations of its divisions and act upon them.

The Section is composed of four divisions:

1. Railroads:
   Concerned primarily with the passenger and freight problems of railroads serving New York City.
2. Marine:
   Concerned especially with ocean-going and inland waterways traffic problems as they affect New York City.
3. Aviation:
   Concerned with domestic and international air transportation and attendant facilities in New York City.
4. Automotive:
   Concerned with truck, bus and passenger car traffic, in aggregate the "surface" transportation of New York City.

Active members of the Transportation Section have a tool of unmatched effectiveness to use in the development of legislation and government policy. They have a common ground on which to meet and to know representatives of other businesses. The Section provides them with a means to act in their own enlightened self-interest.

DOMESTIC AIR CARGO

# AIR COMMERCE

(REG. U. S. PAT. OFF.)

INTERNATIONAL AIR CARGO

VOL. 31 NOVEMBER, 1957 No. 5

## NWA, TWA to Offer Joint Round-the-World Service

With the beginning of the new year, Northwest Orient Airlines and Trans-World Airlines will start operation of a joint round-the-world service. This was made possible by the recent CAB authority given TWA to extend its present route from India and Ceylon through Bangkok to Manila, where it will meet NWA's transpacific flights.

## Flying Tigers Erecting Cargo Building at Logan

Necessitated by the streamlined handling requirements for its new fleet of Lockheed *Super-H Constellation* airfreighters, the Flying Tiger Line is constructing an all-cargo building at Logan International Airport. This will give Boston's airport the first cargo building in its history. The transcontinental air freight line recently inaugurated New England's first direct overnight all-cargo service to the Pacific Northwest.

## France Says Air Pact Favors U. S. Carriers

The French Government has asserted that its 1946 air traffic treaty with the United States benefits United States carriers more than it does its own. A recent series of Franco-American discussions on the subject bore no fruit. A new series of expanded talks has been set for December 10 in Washington, D. C.

## Swissair Increases Its Atlantic All-Cargo Runs

An announcement by Werner Seiler, United States traffic and sales manager for Swissair, revealed that the Swiss carrier is planning to introduce a second weekly DC-4 airfreighter to its North Atlantic route, beginning November 6. The airfreighters will depart New York International Airport every Sunday and Wednesday at 11:20 p.m. These all-cargo flights supplement the normal daily passenger-cargo service of Swissair. The airline in 1956 flew some 11½ million ton-kilometers of freight over its system and is well ahead this year.

## *No, Not June in January But Xmas on Hallowe'en*

That cavorting at the Cabin Restaurant in lower Manhattan, New York, on the last day of October, was no Hallowe'en high jinks. How could it be? There were no black cats, no witches on broomsticks, no pumpkins and jack-o-lanterns, no dancing skeletons.

But there were holly wreaths and mistletoe and colored lights and silvery tinsel and a decorated tree. And there was Santa Claus—that is, to be more precise, Sint Nicholaas.

For this was KLM Royal Dutch Airlines getting the jump on the rest of the industry—and Hallowe'en or no Hallowe'en, it meant to get credit for the first Christmas party of the 1957 season.

The idea was born in KLM's cargo department in New York, the joint brainchild of Alvin E. Levenson, United States cargo manager, and A. J. Rickard, cargo traffic manager. The pre-Christmas Christmas party was for cargo sales agents and air freight forwarders, many of whom were brought into the city from New York International Airport by chartered bus.

How was Christmas?

"Spirited!"—to quote one.

## Seaboard German General Agent for Hunting-Clan

Hunting-Clan Air Transport, Ltd., independent British airline which operates a scheduled all-cargo service between London and East and Central Africa via Frankfurt, has named Seaboard & Western Airlines, scheduled transatlantic air freight line, its general agent in Western Germany. The British airline serves Benghasi, Wadi Halfa, Khartoum, Entebbe, Nairobi, Tabora, N'dola, Lusaka, Kariba and Salsbury. It operates a fleet of nine *Vikings*, three *Viscounts*, three *Yorks*, and three DC-3s.

## Domestic, International Cargo Rates Move Upward

Air shippers to the most important markets in the world—within the United States and transatlantic—have been asked to pay higher freight bills.

Domestically the Civil Aeronautics Board, which to the accompanying din of criticism from the airlines previously turned down passenger-rate increases, authorized cargo-rate increases of from 8.1% to 10%. On the international scene, the International Air Transport Association Traffic Conference proposed increases in transatlantic general cargo rates of from 5% to 10%, with February 1, 1958 as the effective date. In each instance, the reason given for the increase was the climbing costs of the airlines.

The view is held in certain quarters that the higher domestic cargo rate may not hold too long. There is the hint that the Flying Tiger Line may file for lower rates if its new fleet of *Super-Hs* continue to operate successfully. Certain other carrier representatives have stated privately that this would alter the complexion of things.

IATA's proposed increase remains largely unchanged within the Western Hemisphere, Asia, Australasia, over transpacific and transpolar routes, many intra-Europe routes, and between Europe, India, Pakistan, and Ceylon.

There have been no important changes in specific commodity rates. Gordon M. Bain, chairman of the conference, said this was "a fact which is expected to help air freight shippers and thus to continue to encourage the movement of cargo at these rates."

The IATA Conference also okayed a new Commodity Description Guide "which

(Concluded on Page 102)

## Riddle Wins Increase In Logair Contract

The United States Air Force has awarded Riddle Airlines an increase of 39% in the miles flown under the all-cargo carrier's Logair contract.

Craven

According to Peter T. Craven, senior vice president, renegotiation of Riddle's contract increased the number of guaranteed miles the airline will fly this year to 6,754,209, as compared with last year's contract which called for 4,877,495 miles. The figure in the renegotiated contract does not include extra sections. Income from contract flights between Air Force bases

(Concluded on Page 102)

# AIR TRANSPORTATION

The World's First and Only Air Cargo Magazine . . . Established October, 1942

BPA

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**AIR TRANSPORTATION, published once each month, thoroughly covers the entire air cargo industry for the benefit of all those engaged in shipping and handling domestic and international air freight, air express, and air parcel post, as well as using the domestic and international air mail services. Included in AIR TRANSPORTATION'S wide coverage are: air shipping, cargoplane development, rates, packaging, materials handling, documentation, air cargo terminal development, insurance, routing, interline procedures, new equipment, commercial airlines, military air transport service, air freight forwarders, and business flights.**

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Vol. 31, No. 5 November, 1957


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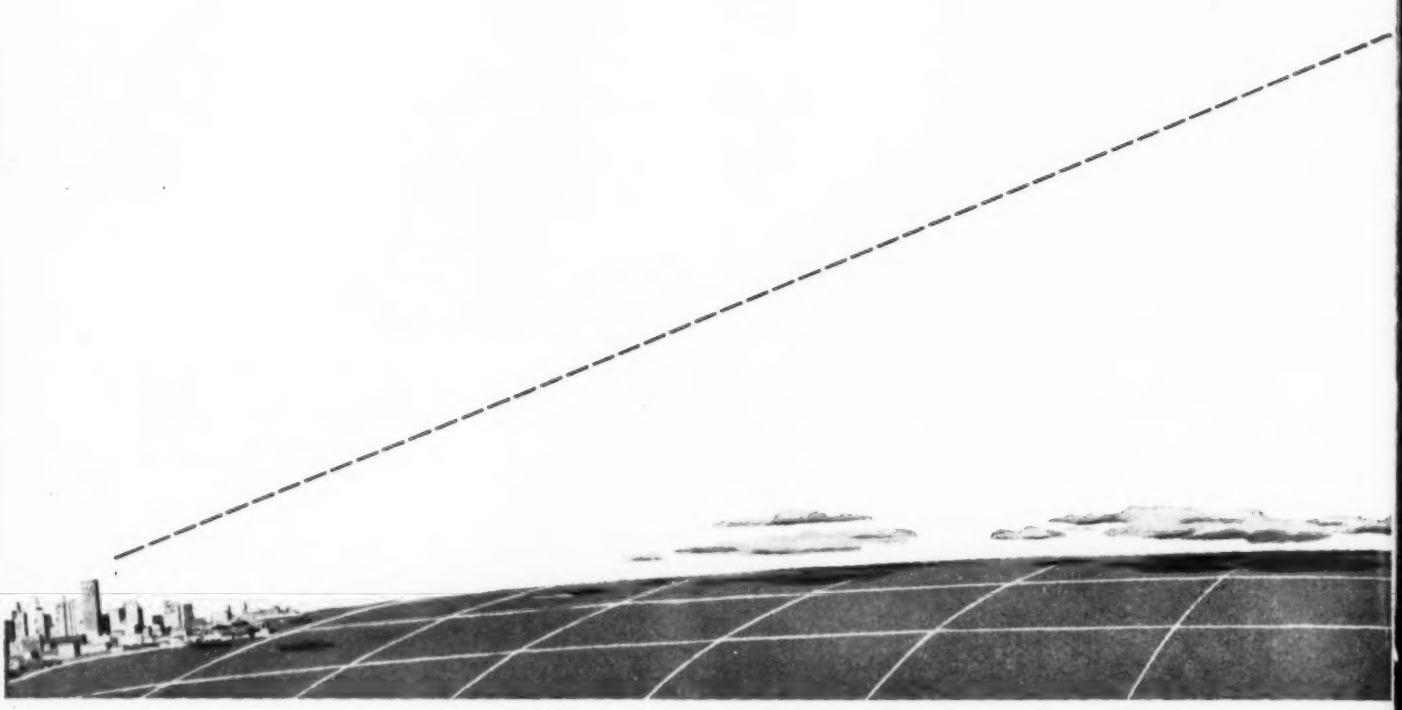

# Time... the vital dimension

Ability of the United States to defend itself against attack, and to retaliate against an aggressor, are both vitally dependent on *time*. Every hour, every minute, every second of advance warning time is precious.

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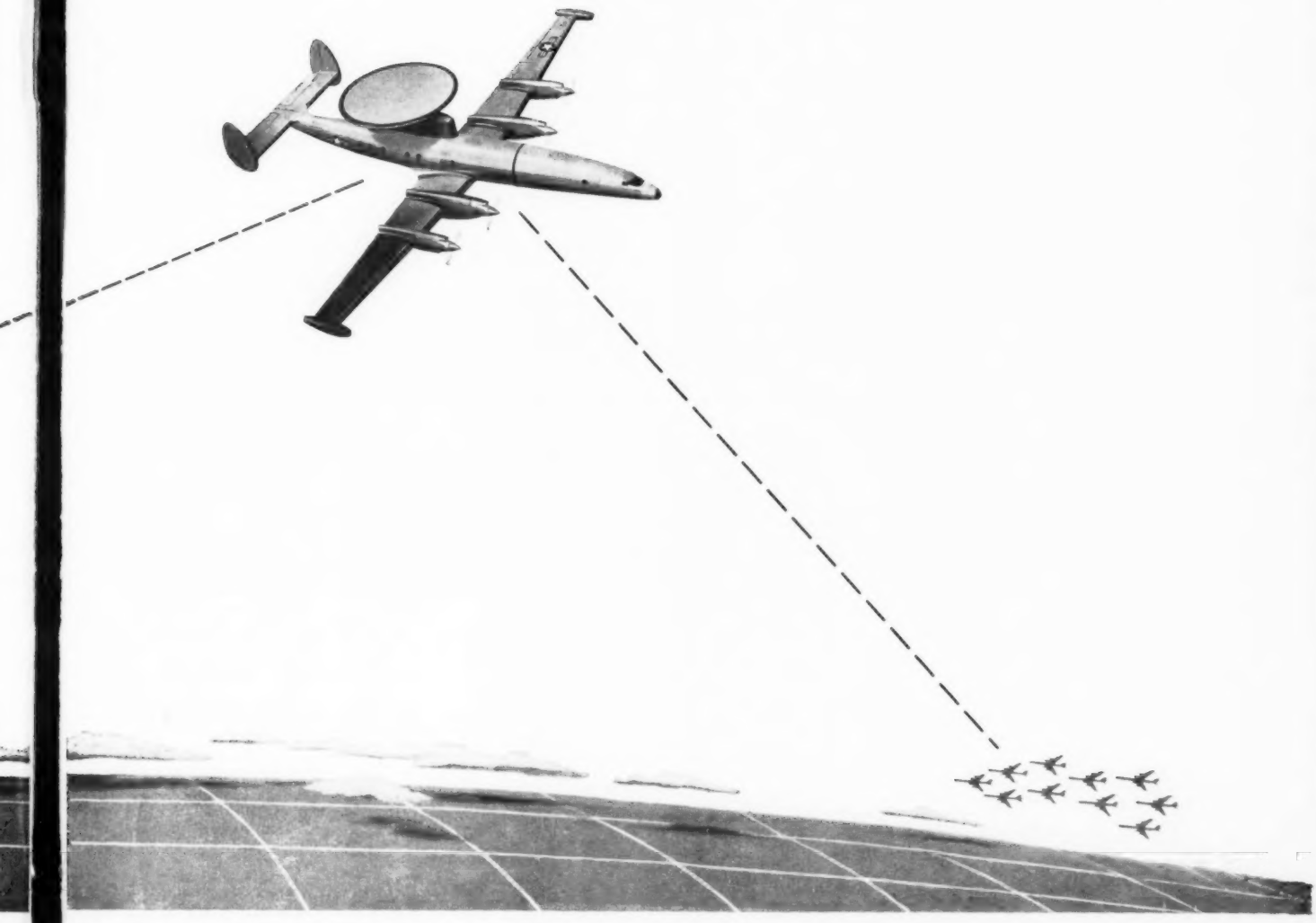


Airborne Early Warning (AEW) aircraft to alert them—the moment suspicious planes or ships are sighted approaching our far-flung defense barriers.

Able to "see" 150 miles (in all directions) through dense fog or total darkness, AEW patrol planes have a role so crucial that without them our nation's defense capabilities would be seriously handicapped.

**America's safety depends on maintaining our Airborne Early Warning patrols at optimum efficiency and strength**

**LOCKHEED *means leadership*** CALIFORNIA DIVISION, *Lockheed Aircraft Corporation, Burbank, California*

## SERVICES

### *Domestic*

**Flying Tiger Airlift:** The first direct all-cargo service between Newark and San Francisco was inaugurated last month. Also announced by George T. Cussen, Flying Tiger's vice president-sales, was the start of the only existing nonstop freight flight from Burbank to Newark. New *Super-H* equipment is used, each airfreighter having a capacity of 21 tons. A fleet of six such 331-mile-per-hour cargo aircraft is providing shippers with overnight delivery service, coast to coast. Total daily capacity is 258,000 pounds. Each night three *Super-Hs* fly westbound cargoes from Boston, Hartford, New York, Philadelphia, Binghamton, Detroit, Cleveland, and Milwaukee; and a similar number of planes take on eastbound loads from Seattle, Portland, San Francisco, Oakland, San Diego, and Los Angeles.

**New York-Mercury Link:** An agreement between New York Airways and the Rush Delivery Division of Mercury Service Systems, Inc., gives Manhattan shippers a new air-surface operation designed to expedite the movement of air freight. Air shipments arriving at Idlewild, La Guardia, and Newark Airports are helishuttled by NYA to the Port of New York Authority Heliport, 12th Ave. and 30th St., in Manhattan. Truck delivery by Mercury is in an area bounded by the Hudson and East Rivers, 59th St., and the Battery. Two-hour door delivery is a company standard for the area nearest the heliport, bounded by Fifth Ave. and the Hudson River on the east and west, and 23rd and 34th Sts. on the south and north. Deliveries outside that zone should take three hours. Outbound shipments are picked up in the same area and trucked to the heliport. NYA helicopters fly the distance to La Guardia in nine minutes, to Newark in 11 minutes, and to Idlewild in 23 minutes.

**New NEA Service:** Northeast Airlines has opened daily service from Philadelphia and Washington, D. C. to Tampa. Departure from Philadelphia is at 6 p.m., from the capital city at 7:10 p.m., and arrival in Tampa at 9:15 p.m.—all EST. DC-6B equipment is used.

**Northwest Nonstop Flights:** Nonstop flights between New York and Seattle and New York and Portland recently were inaugurated on a daily, round-trip basis. DC-7C equipment is used on these runs.

### *Caribbean-Latin America*

**Argentine Steps Up Service:** Effective October 14, Argentine Airlines increased its New York-Buenos Aires service to three a week. Departures from New York are at 10 a.m. every Sunday, Wednesday, and Friday. Its DC-6s fly nonstop between New York and Trinidad, as well as between Havana and Trinidad.

**Riddle Answers Call of Shippers:** Extra airlift to Puerto Rico needed because of the shipping strike there, Riddle Airlines last month added another daily four-engined flight between New York and San Juan. Extra sections were added to the regular flights between Miami and the Puerto Rican capital.

### *Transatlantic*

**New Icelandic Schedule:** Icelandic Airlines will operate four flights a week to the Scandinavian countries, England, and Germany through May 17, 1958, after which the airline will return to a daily basis. Eastbound flights depart New York International Airport at 1 p.m. every Monday, Tuesday, Friday, and Saturday. The Monday flight services Glasgow and London; Tuesday's, Stavanger, Copenhagen, and Hamburg; Friday's, Oslo, Copenhagen, and Hamburg; and Saturday's, Oslo, Gothenburg, and Copenhagen.

**Lufthansa's Super-Star to Make Bow:** Lufthansa's Lockheed 1649A *Super-Star*, which last month flew nonstop from California to Germany in 17:22 hours, will be introduced over the North Atlantic in December. It is expected to slash two hours off the present transatlantic flying time.

**Pan Am's New Cargo Services:** Whenever Pan American has between 100 and 1,200 kilos of freight booked for Brussels, Amsterdam, Düsseldorf, Stuttgart, Munich, or Berlin, it will land airfreighters at those cities. This service would be in addition to the regular stops at Shannon, London, and Frankfurt. Pan Am specified the following amounts per city to guarantee a landing: Brussels, 100 kilos (220 pounds); Amsterdam, 200 kilos (441 pounds); Düsseldorf, 150 kilos (331 pounds); Stuttgart, 500 kilos (1,102 pounds); Munich, 900 kilos (1,984 pounds); Berlin, 1,200 kilos (2,646 pounds). . . . Baghdad has been added to the cities served by Pan Am. It is the terminal point on a route which includes stops at Paris, Rome, Ankara, and Istanbul. The route is operated thrice weekly with DC-7s. . . . Direct nonstop New York-Rome service opened last month. Shippers are advised that flying time for this run is "conservatively scheduled" for 13:15 hours. Frequency of the nonstop flights is three a week—Sundays, Tuesdays, and Fridays, at 7:30 p.m.

**Three New Stops for Sabena:** The addition of three more cities served by Sabena gives the Belgian airline a total of 103 cities in 39 different countries. Montreal has become a twice-weekly stop on the Brussels-New York run. A weekly service to Istanbul has been established, this via Frankfurt and Athens. Belgrade will be served twice weekly.

### *Transpolar*

**TWA Sets a First:** A TWA *Jetstream* made the first nonstop commercial flight from London to San Francisco early last month, reaching the California city 23:19 hours after leaving London 4,890 miles away. A few days before, the airline's first eastbound transpolar flight flew nonstop from Los Angeles to the British capital in 18:32 hours. The *Jetstream* has a range of 6,300 miles, including fuel reserves.

### *Intra-Europe*

**Additions to Sabena Routes:** The Belgian carrier has announced that the intermediate stop at Frankfurt, on the Brussels-Munich route, has been joined by three more cities Luxembourg, Dusseldorf, and Stuttgart. Services from Brussels to Budapest and Belgrade will make a landing at Cologne.

### *Europe-Africa*

**Sabena Improves Service to Congo:** Once a week until March 15, 1958, one of Sabena's DC-7C flights will connect Brussels and Elisabethville via Cairo. This service will be stepped up to twice weekly after that date.

### *Europe-Middle East*

**Cairo Becomes Sabena Terminus:** Sabena has set the Egyptian capital as a service terminus with a weekly flight from Brussels via Prague and Athens.

### *Far East*

**MEA Introduces All-Cargo Services:** BOAC's associate airline, Middle East Airlines, has started all-cargo services on two routes between London and Beirut. *York* airfreighters with a capacity of eight tons each fly the routes once a week. These routes are: London-Milan-Beirut, and London - Basle - Rome - Beirut. MEA connect at Beirut with services to Kuwait, Dharhan, Bahrain, Doha, Baghdad, and Teheran.

■

## CAB

**Applications of** two all-cargo carriers, Flying Tiger Line (Docket No. 8295) and Slick Airways (Docket No. 8258) have been consolidated in Docket No. 8258, *et al*, Intra-Area Cargo Case. The right to intervene has been granted to American Airlines, Bonanza Air Lines, Braniff Airways, Capital Airlines, Eastern Air Lines, Lake Central Airlines, Northwest Airlines, TWA, and United Air Lines.

American, which in Docket No. 8884 asked the CAB to authorize it to operate all-cargo and mail service between certain points on which the carrier provides direct service, sought to have its application consolidated with those of Tiger and Slick. Several airlines opposed American's move for application consolidation. Delta and United insisted their own applications for a similar cargo and mail service, only via route-junction points (Dockets 8900 and 8897, respectively), be consolidated with Tiger-Slick's if American was successful in having its own application joined.

The Board denied American's request on several grounds. Reasons given were that it could not find that if the authority were given Tiger and Slick, it would "preclude the granting of similar authority to American or any other carrier in a subsequent proceeding," or that the applications of the three transcontinental carriers are "otherwise mutually exclusive." The service issues raised by the combination carriers' consolidation applications were not inherent in the proposals of the two all-cargo lines, the Board pointed out. It predicted the likelihood of attracting "still further claims from applicants who deemed themselves to be competitively affected," with the result that there could be, in effect, the seeking of a "reexamination of a sub-

(Concluded on Page 9)

*The Australian Farmer Discovers*

# THE KEY TO NEW MARKETS

*By* JOHN FORD

THE nature of his wares and the vagaries of nature make the lot of the primary producer far from easy. Even though his crop survives frost, flood, drought and fire, he still has the problem of getting his product to the market in time to obtain a satisfactory price. The use of aircraft has made the speedy carriage of produce an easy matter, and Australian National Airways has played a major part in the development of air freight.

Victorian fruit and vegetable growers, for instance, have made increasing use of the company's facilities in recent years.

The Victorian Department of Agriculture has always been alive to the needs of the State's orchardists and vegetable growers. Many officers have worked tirelessly on the many problems associated with the industry, but one name is outstanding. Mr. W. H. Harris has been especially interested in packaging and his work has made a real impact on the industry.

Mr. Harris is senior fruit packing instructor, Department of Agriculture, Victoria, and a man who has done wonders in stimulating and creating markets in other Australian States for Victorian fruit and vegetables.

Big, energetic and affable, Mr. Harris is full of ideas and is always looking ahead; he is ever-ready to talk ways and means of achieving worthwhile goals. To him, air freight is the answer to many of the problems bedeviling the seller of perishables. Working in close cooperation with ANA's Freight Department, he has devised packs and methods of presentation that have resulted in markets arising in places hitherto thought impossible.

Mr. Harris joined the Department in 1926. He first became interested in the question of packaging in 1928 and began investigating the question of air freight packaging in 1946.

Since then there have been many successes involving use of ANA services. Some of those that Mr. Harris considers notable were the successful marketing of Mildura grapes in Tasmania, and despatch of tomatoes in cartons. The grapes were packed in polythene bags and carried in cartons taking 24 pounds weight. The plastic bags were perforated to allow ventilation and to prevent clouding on the inside of the bag. As the perforations did not provide perfect ventilation, the fruit was precooled before packing. Airfreighted to the island, they sold as quickly as shopkeepers could get them into their windows, to the satisfaction of Mr. Harris and others seated in a car nearby. Many pounds were sold in, of all places, a cinema foyer.

## Personal Visits

This willingness to be on the spot and see for himself is one of the keys of Mr. Harris's success in achieving his big aim of increasing interstate fruit and vegetable trade.

With the cooperation of ANA, he regularly visits various ports in search of means of improving presentation and packaging, talks to grower and agent alike, and often evolves quite new methods of carrying foodstuffs.

Tomatoes, prior to Mr. Harris taking an interest, were transported in wooden cases. Introduction of the carton, plus improved methods of presentation, have cut transport costs considerably, with benefit to consumer as well as grower. The saving is approximately 1/6 a half-case.

The problems in transport of perishables are many. Tomatoes, for instance, occasionally arrive by surface transport virtually "cooked," because of bad timing in their picking and despatch. Picked in a fierce noon sun, plumped straight into cartons and sealed, the fruit bakes in its own trapped heat and naturally has little appeal when opened for sale. Mr. Harris has completed plans for an intensive "Sherlock Holmes" venture during which tomatoes will be trailed, "thermometered," and generally "shadowed" to see at what point on their air journey from the grower they can be cooled down to ensure they do not suffer the fate that befalls many a case of surface-transported fruit.

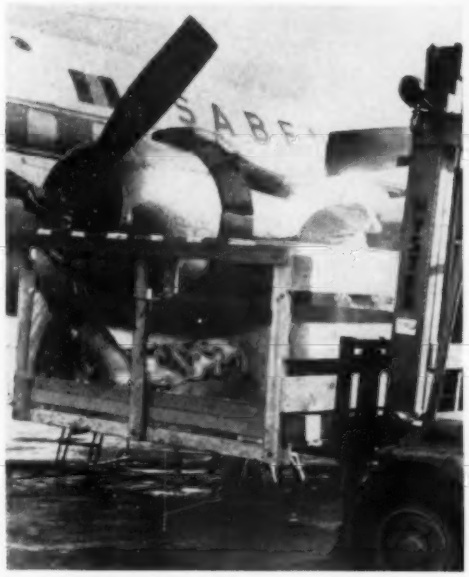
Although unwilling to say so himself, Mr. Harris is one of those mainly responsible for Victoria's undoubted leadership in the field of interstate airfreighting and marketing—and in the stimulus the industry receives from the Victorian Government Departments.

Concerning the future, he harks back to the past when airfreighting of any perishable fruit was not even considered—but from the manner in which it is now growing he can see great development in the next few years. Mr. Harris says:

"ANA has done a particularly fine job in regard to the efficient carriage of fresh fruit. I say this because I am very familiar with the company's methods of handling perishable products, and they not only deserve to get the increase in business I feel so sure they will get, they are also to be congratu-

(Concluded on Page 95)

# AIR FREIGHT *in the* CAMERA'S EYE

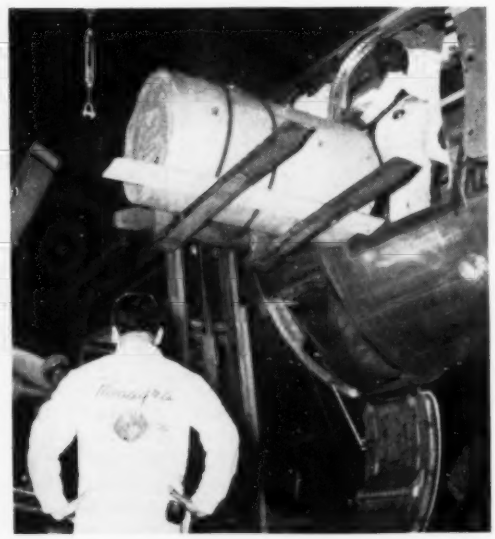


Developed by the Hormel Institute at the University of Minnesota, these miniature pigs were airlifted across the North Atlantic by Sabena Belgian World Airlines, consigned to the South African Council for Scientific and Industrial Research, National Nutrition Research Institute, Pretoria, Union of South Africa. The shipment was handled by Caldwell & Co., Inc.

Delta Air Lines shows how it handles bulky freight with ease with its new Smith Aircraft Loaders. The German-manufactured Volkswagen is loaded into the cargo compartment of the airfreighter in half the time formerly required. Last month Delta launched its all-out cargo program designed to increase cargo traffic sixfold and produce 21 million ton-miles of freight in the first year. All cargo flights have been scheduled to Atlanta, New Orleans, Dallas, Chicago, Cincinnati, New York, Philadelphia, Birmingham, Charlotte, Jacksonville, Miami, Jackson, Memphis and St. Louis. Converted C-46s will be used.

Here is a striking demonstration (right) of 22 tons of freight moving into Lockheed's new commercial airfreighter, the *Hercules*. Tie-down devices in the 4,300 - cubic - foot compartment can secure the palletized freight in a matter of minutes. The *Hercules*, America's first propjet plane, which flies at a speed of 350 mph, permits straight-in, truck-bed or dock-level loading.

Two beauties dress up this cargo scene, highlighting the inauguration of the Flying Tiger Line's first all-cargo non-stop schedules between the East and West Coasts. Moni Blowers (Miss Sunkist) displays among other charms a sample of airborne fruit while Joan Waddell (Miss Bendix) holds aloft some of the flower shipments on the flight. Among many other types of freight on the 331-mile-an-hour Flying Tiger *Super-H Constellation* was a load of electronic computers.



This is just one of numerous shipments of newsprint (left) flown by Panagra to various cities of South America. Shown here is a fork lift truck unloading a roll of newsprint from a plane at Lima, Peru.

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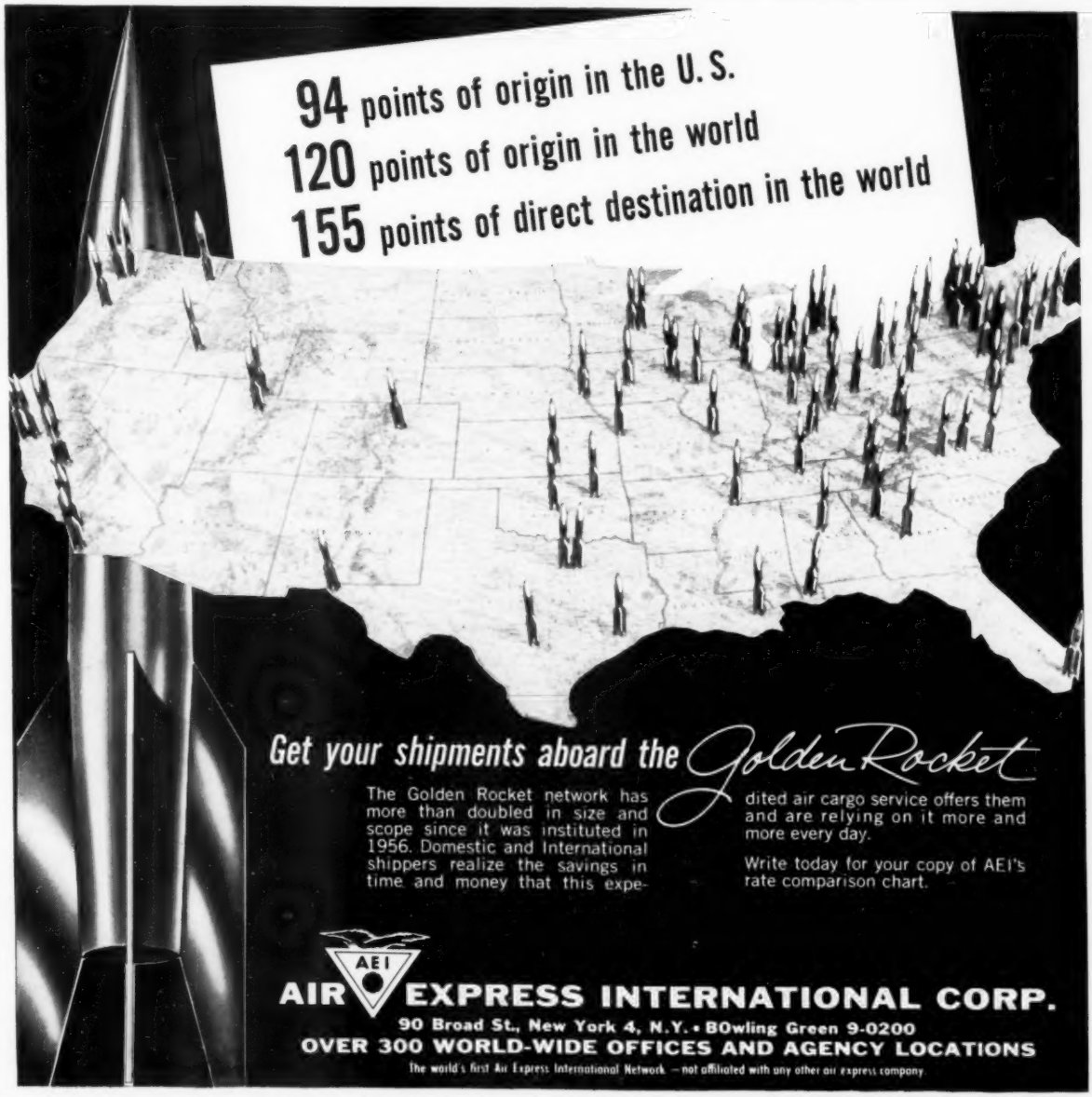

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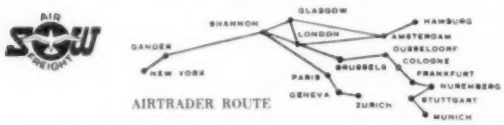


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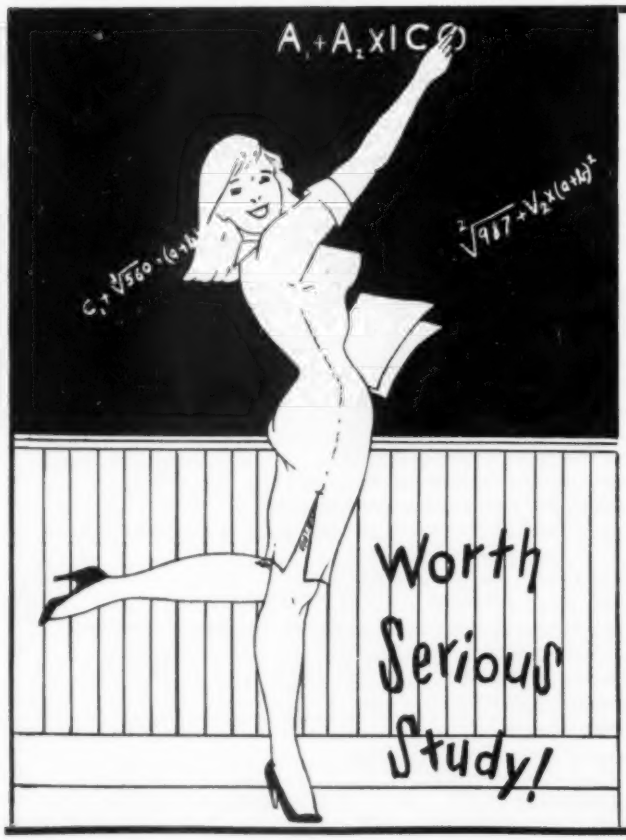
# AIRLINE CARGO DIRECTORY

**A**—Agent
**AFS**—Air Freight Supervisor
**ASNM**—Agent & Station Manager
**CA**—Commercial Advisor
**CCSM**—City Cargo Sales Manager
**CFA**—City Freight Agent
**CPA**—City Passenger Agent
**CM**—Cargo Manager
**CS**—Cargo Supervisor
**CSM**—City Sales Manager
**CSR**—Cargo Sales Representative
**CSS**—Cargo Sales Supervisor
**CRCSM**—Central Region Cargo Sales Manager
**CSS**—City Sales Supervisor
**CTA**—City Ticket Agent
**CTM**—City Traffic Manager
**CTSM**—City Traffic-Sales Manager
**CTSR**—City Traffic-Sales Representative
**DCR**—District Cargo Representative
**DCSM**—District Cargo Sales Manager
**DFA**—District Freight Agent
**DM**—District Manager
**DS**—Director of Sales
**DSM**—District Sales Manager
**DSR**—District Sales Representative
**DTM**—District Traffic Manager
**DTSM**—District Traffic - Sales Manager
**ED**—European Director
**EDSM**—Eastern District Sales Manager
**ERCSM**—Eastern Region Cargo Sales Manager
**ETM**—Eastern Traffic Manager
**FA**—Freight Agent
**GA**—General Agent
**GTM**—General Traffic Manager
**LM**—Liaison Manager
**M**—Manager
**OM**—Operations Manager
**R**—Representative
**RCSM**—Regional Cargo Sales Manager
**RM**—Regional Manager
**RSCS**—Regional Supervisor of Cargo Sales
**RTR**—Regional Traffic Representative
**RTS**—Representative of Traffic-Sales
**SM**—Sales Manager
**SNM**—Station Manager
**SR**—Sales Representative
**SS**—Sales Supervisor
**SSM**—Sales Service Manager
**SSR**—Special Sales Representative
**TA**—Ticket Agent
**TM**—Traffic Manager
**TR**—Traffic Representative
**TSM**—Traffic-Sales Manager
**VP**—Vice President
**WCR**—West Coast Representative
**WRCSM**—Western Region Cargo Sales Manager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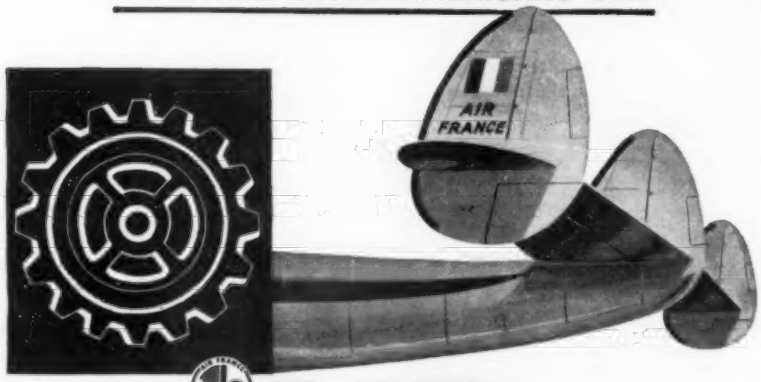


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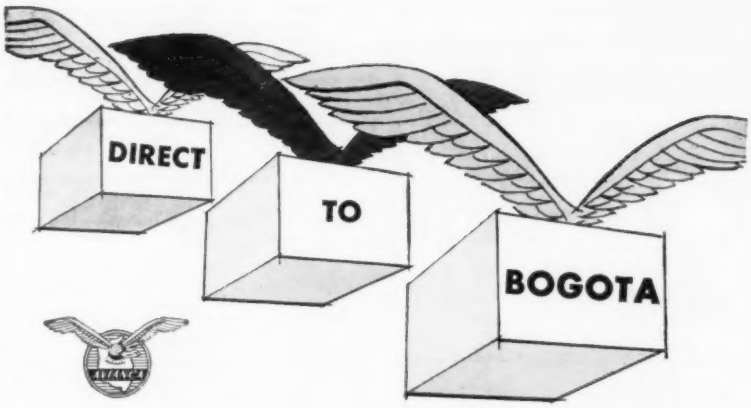


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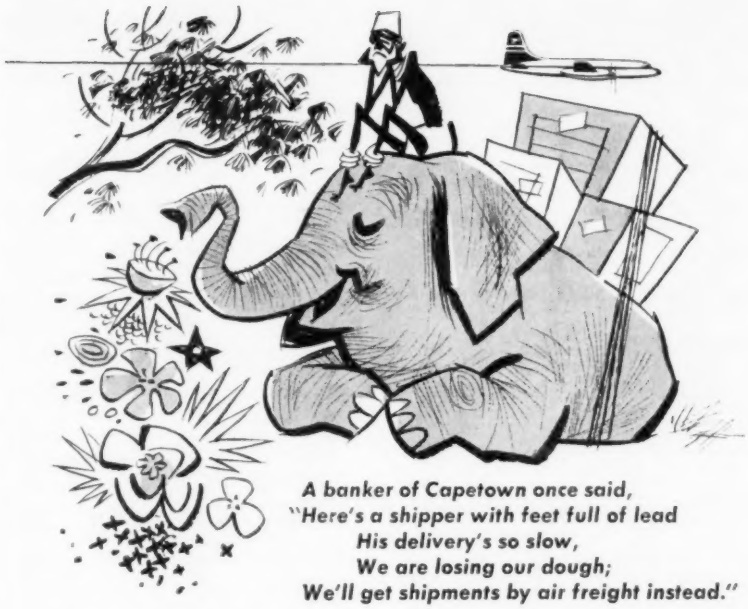


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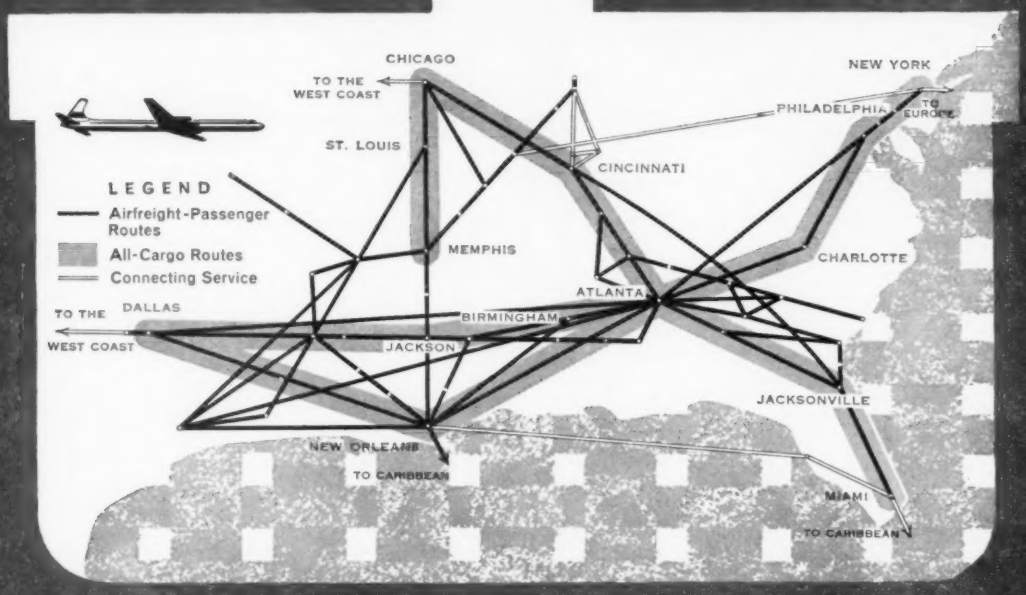


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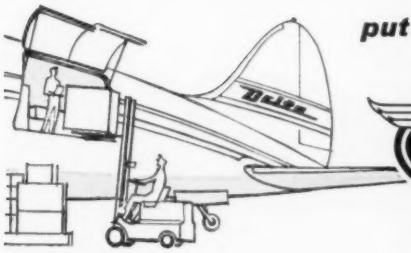

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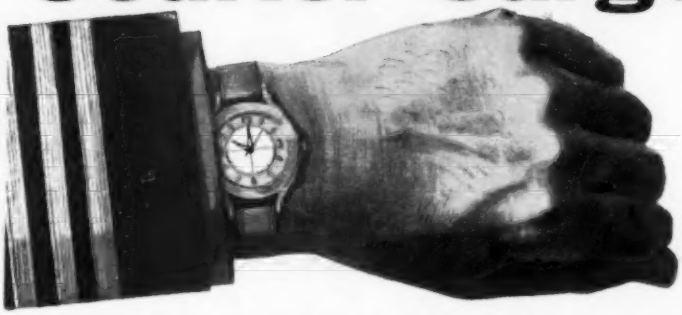

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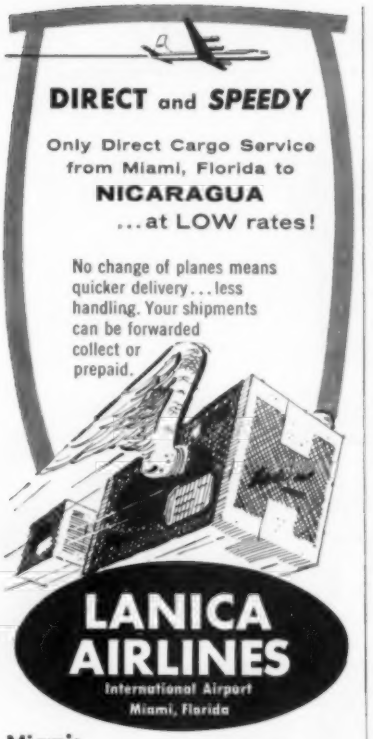


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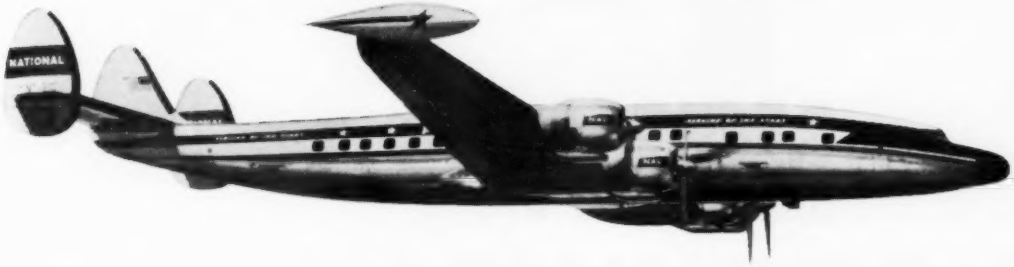


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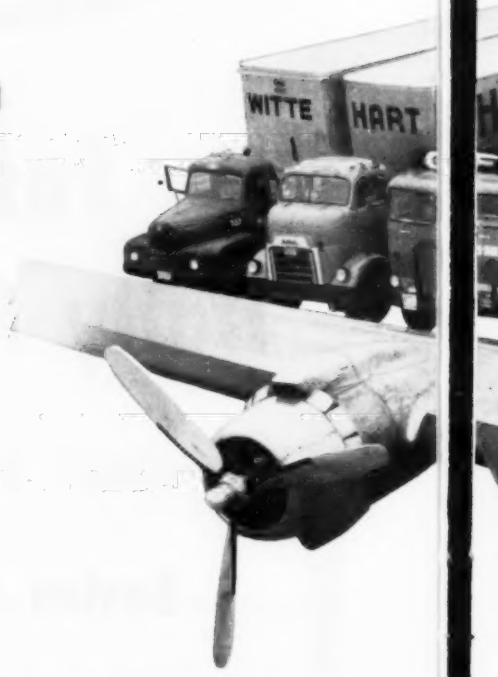


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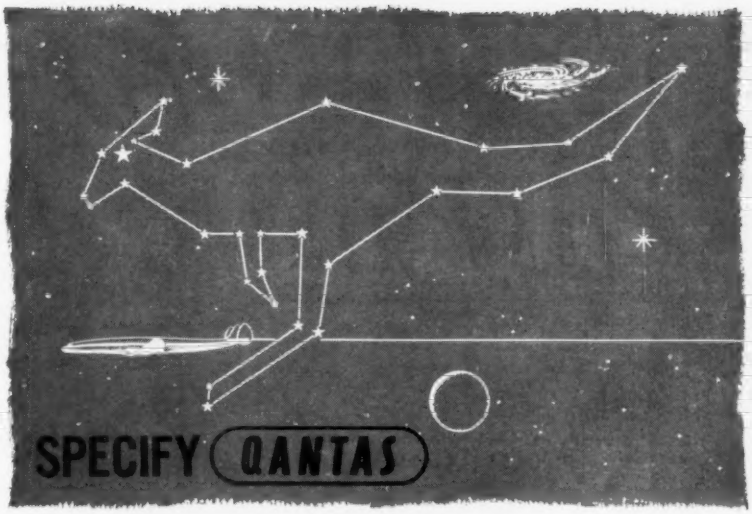


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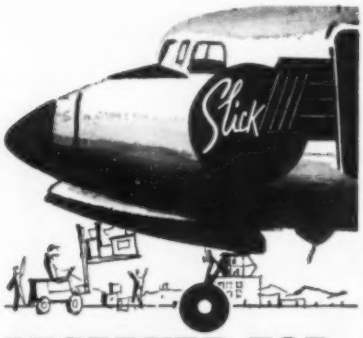


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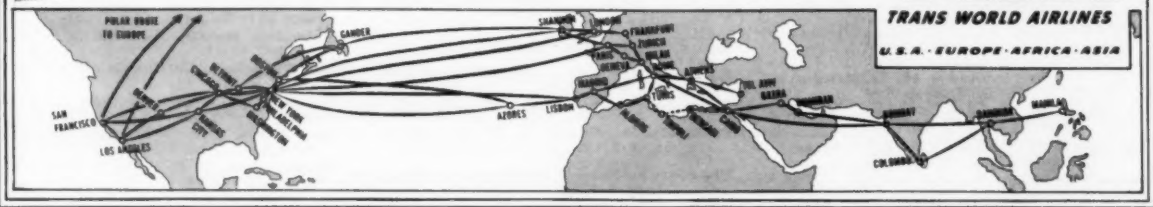

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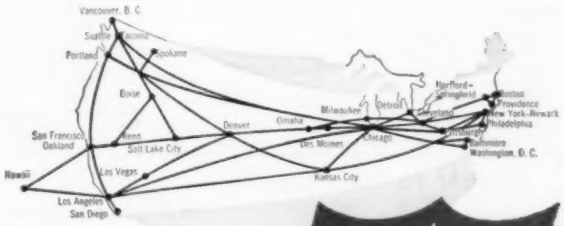


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**2 Bell 47s.**
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**1 Bell 47.**

**LOUISIANA**
**Grand Isle**—Rotor Aids, Inc., Box 186.
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**Lexington**—Aero Tech School, Bedford Airport.
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**Detroit**—Helicopter Airways Service, Inc., 1005 Kales Bldg.
**1 Bell 47.**
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**1 Bell 47.**

**MINNESOTA**
**Minneapolis**—Heliflights, Inc., 306 WCCO Bldg.
**1 Bell 47.**

**MONTANA**
**Missoula**—Johnson Flying Service, Inc., Hale Field.
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**NEW YORK**
**Amityville**—Amityville Flying Service, Inc., Zahns Airport.
**2 Bell 47s.**
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**Tulsa**—Allied Helicopter Service, Inc., Hangar 7, Brown Airport.
**7 Bell 47s.**

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**Corvallis**—Livingston Air Service, Inc., Box 531.
**1 Hiller 12.**
**McMinnville**—Dean Johnson, Inc., Box 382.
**5 Hiller 12s.**

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**1 Bell 47.**
**Dravosburg**—Miller Aviation Center, Allegheny County Airport.
**1 Bell 47.**
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**1 Bell 47.**
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**Philadelphia**—Aero Service Corp., 210 E. Cortland St.
**1 Sikorsky S-55**
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**14 Bell 47s and 1 Sikorsky S-51**
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Helix Air Transports, 3020 S. Haskell Ave.
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**6 Bell 47s**
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**7 Bell 47s**

**WASHINGTON, D. C.**
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**1 Bell 47**

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**Juneau**—Alaska Coastal Airlines, 2 Marine Way.
**1 Hiller 12**

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**8 Bell 47s**

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**1 Bell 47**
**Vancouver**—Okanagan Helicopters, Ltd., Vancouver Airport.
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Pacific Western Airlines, Vancouver Airport.
**2 Bell 47s**

**NEWFOUNDLAND**
**St. Johns**—United Helicopters, Box E-1283.

**ONTARIO**
**Ottawa**—Spartan Air Service, Ltd., 74 Sparks St.
**25 Bell 47s and 9 Vertol H-21s**
**Toronto**—Canadian Helicopters, Ltd., Island Airport.
Dominion Helicopters, 3220 Dufferin St.
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Kenting Helicopters, Ltd.
Western Helicopters, Ltd., 134 Harbour St.
**2 Bell 47s**

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**354 S. Spring St.**

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Loretz & Co.
108 W. 6th Street

***Moylan, John J.**
**354 S. Spring Street**

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**20th St. Terminal, Int'l Airport**
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**Pan-Maritime Cargo Service, Inc.**
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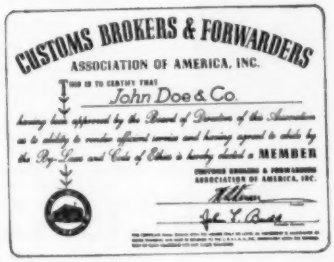


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116 Broad St.
*Behring Shipping Company
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Cohen-Platt Co.
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*Cosmos Shipping Co., Inc.
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Cross World Air Cargo Corp.
102 Beekman St.
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*Dorf Air Service Inc.
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*Downing & Co., Inc., R. F.
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*Dumont Shipping Co., Inc.
11 Broadway
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801 2nd Avenue
(see advertisement)
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Fernant Export Corp.
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(see advertisement)
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*Foreign Freight Forwarders
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*Freedman & Sinter, Inc.
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(see advertisement)
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24 Stone Street
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(see advertisement)

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PHILADELPHIA OFFICE: 115 Chestnut Street, Philadelphia 6, Pa., Phone: LOmbard 3-8388
LOS ANGELES OFFICE: 610 South Broadway, Phone: Vandyke 2973, Teletype: LA. 1525
SAN FRANCISCO OFFICE: 596 Clay St., Phone: EXbrook 7-0277, Teletype: SF. 1152
HOUSTON OFFICE: 962 M & M Bldg., Phone: Capitol 2-1324, Teletype: HO. 236
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Blue Air, N. V.
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Jose de Diego 200

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Puente Bolognesi 124

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21 de Mayo 101

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Apartado Aereo 1072

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Agencia General de Carga Aerea, S. A.
Uruguay 48
Central de Aduanas, S.A.
Iturbide 38

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Gondrand Hermanos, S.A.
Juncal 1418

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Bd. of Trade Bldg.
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486 St. John St. Rm. 17

*Gillespie-Munro Forwarders, Ltd.
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Kyle Co., The A. W. W.
353 St. Nicholas St.
Lep Transport (Canada) Ltd.
417 St. Peter Street
*Meadows & Co., Canada, Ltd., Thos
759 Victoria St.
*Mendelssohn Br. Ltd.
361 Youville Square
*St. Arnaud & Bergevin, Ltd.
118 St. Peter St.
*Tombs Limited, Guy
1085 Beaver Hall Hill

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Avenue du Dursaal, 15

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Hqs. MMP Bldg. Room 2; 1 Amirapiatz

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Via Santa Lucia 136

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Aruba Bank Bldg

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Transcontinental, Ltda.
Casilla 376

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d/b/a W. R. Grace Co.
#3 Calle "L"
P. O. Box 1370
Panama Travel Service
36 T. F. de la Ossa
Box 1313
PANTRA—Transportes Pan Americanos, S/A
Calle Jeronimo de la Ossa 13

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Steenbakkerijstraat 6-12

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11 Rue Scribe

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55 Voorstraat

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Avenida Farrapos 2024

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5 Sur 902

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Randau, G.
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Santa Luzia 732
Companhia Expresso Federal
Rio Branco 87
Expresso Maua
Praca Maua 73
Hummel, Victor
Presidente Vargas 417A
Kamel Turismo e Comercio
Santa Luzia 732
Adriao F. Porto
Teofilo Otoni 59-A
Tour Atlantica Turismo e Viagens, Ltda
Rua Mexico 21-130 Grupo 1301
Turismo Cultural e Cientifico
Rua da Assamblesia 51, s/201
Van Lammeren & Cia., Ltda.
Rua Santa Luzia 799, s. 203

**ROME, ITALY**
American Express Co., Inc.
Piazza di Spagna 38
St. Peter's Travel Co.
Via Venti Settembre 98

**ROTTERDAM, NETHERLANDS**
Amer. Exp. Co., Inc.
92 Meent, Box 23
Blue Air, N. V.
30 St. Jobsweg

**ST. GEORGES, BERMUDA**
Meyer & Co., Ltd., William E.

**ST. JOHN, N.B., CANADA**
Muirhead Forwarding Co.
49 Canterbury

**ST. JOHNS, ANTIGUA, BWI**
George W. Bennett
Bryson & Co., Ltd.
Church Street

**ST. JOHN'S, NEWFOUNDLAND**
Harvey & Company, Ltd.

**SALZBURG, AUSTRIA**
American Express Co., Inc.
2 Mozartplatz

**SANICOLAS**
Eman Trading Co., Inc.
Aruba Bank Bldg.

**SAN JOSE, COSTA RICA**
Agencias Pan American de Viajes
Edif. Trejos, Avenida Primera

**SAN JUAN, PUERTO RICO**
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**SANTA CRUZ, BOLIVIA**
Grace y Cia (Bolivia)
Transcontinental, Ltda.
Casilla 125

**SANTIAGO, CHILE**
Gondrand Brothers (Chile) Ltd.
Moneda 723
Grace y Cia (Chile)
Moneda 723, Casilla 14-D
N. Spencer y Cia., Ltda.
Agustinas 1054
Turismo Cocha
Agustinas 1118, Casilla 1001

**SANTIAGO, CUBA**
Verne Viajes y Expresos Aéreos
Ave. V. Garzón 220

**SANTOS, BRAZIL**
Agencia Maritima Dickinson, S.A.
15 de Novembro 164
Agencia Maritima Norlines, Ltda.
Rua 15 de Novembro 41-50
CEM—Cia Expresso Mercantil
15 de Novembro 152
Italmar—Empresas Maritimas (Brazil) Ltda.
Amador Cueno 18
Royal Mail Agencies (Brazil) Ltda.
15 de Novembro 190
Sao Paulo Comissaria S/A
Praca dos Andradas 8,
Caixa Postal 487

**SANTURCE, PUERTO RICO**
Valencia Baxt Express
Ave. Fernandez Juncos 633

**SAO LUIZ, BRAZIL**
Nunes dos Santos & Cia
Pedro II-231

**SAO PAULO, BRAZIL**
Agencia Grassia
7 de Abril 118, s/9
Agencia Transglobal, Ltda.
Marconi 71
Asatur-Ag. Sul Americana de Turismo
Ipiranga 652
CEM-Cia Expresso Mercantil
Ipiranga 692/696
CIT-Cia Italiana Turismo
Caixa Postal 935
Diva Turismo
Xavier de Toledo 266, s/84
Miller & Cia, Ltd.
Republica 76
Sociedade Comercial de Transportes Transatlanticos, Ltd.
7 de Abril 270

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Havelock Chambers, Queens Terrace:
Ocean Terminal, Southhampton Docks

**STRAUBING, GERMANY**
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**STOCKHOLM, SWEDEN**
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Birger Jarlsgatan 15

**STUTTGART, GERMANY**
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**TALARA, PERU**
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American Express Co., Inc.
32 Allenby Road

**THE HAGUE, NETHERLANDS**
American Express Co., Inc.
Plaats 14

# U. S. EQUIVALENTS OF FOREIGN CURRENCIES

**NOTE: These quotations, current at the time of editorial preparation for this issue, subject to fluctuation.**

| Country | Currency | U. S. Equivalent |
|---|---|---|
| Aden | Shilling | $ .1403 |
| Afganistan | Afghani | .05 |
| Albania | Lek | .02 |
| Algeria | Franc | .0029 |
| Angola | Escudo | .0350 |
| Argentina | Peso | .0270 |
| Australia | Pound | 2.24 |
| Austria | Schilling | .0380 |
| Bahama | Pound | 2.805 |
| Bahrain | Rupee | .2099 |
| Barbados | Dollar | .5850 |
| Belgian Congo | Franc | .0199 |
| Belgium | Franc | .0199 |
| Bermuda | Pound | .2795 |
| Bolivia | Boliviano | .00013 |
| Brazil | Cruzeiro | .0550 |
| British East Africa | Shilling | .14 |
| British Honduras | Dollar | .7015 |
| British North Borneo | Dollar | .3290 |
| British Somaliland | Shilling | .14 |
| British West Africa | Pound | 2.825 |
| Bulgaria | Lev | .1470 |
| Burma | Kyat | .2094 |
| Canada | Dollar | 1.0437 |
| Cape Verde | Escudo | .0350 |
| Cayman | Pound | 2.797 |
| Ceylon | Rupee | .2099 |
| Chile | Peso | .0018 |
| China | N. T. Dollar | .0465 |
| Colombia | Peso | .1450 |
| Costa Rica | Colon | .1790 |
| Cuba | Peso | 1.00 |
| Cyprus | Pound | 2.80 |
| Czechoslovakia | Crown | .14 |
| Denmark | Krone | .1450 |
| Dominican Republic | Peso | 1.00 |
| Ecuador | Sucre | .06 |
| Egypt | Pound | 2.8825 |
| Eire | Pound | 2.80 |
| Ethiopia | Dollar | .41 |
| Fiji Is. | Pound | 2.52 |
| Finland | Mark | .0045 |
| France | Franc | .00215 |
| French Equatorial Africa | Franc | .00215 |
| French West Africa | Franc | .00215 |
| Germany, East | Ostmark | .00215 |
| Germany, West | Deutsche Mark | .2381 |
| Ghana | Pound | 2.8112 |
| Gibraltar | English Pound | 2.7988 |
| Greece | Drachma | .0335 |
| Guadeloupe | Franc | .0029 |
| Guatemala | Quetzal | 1.00 |
| Guiana, British | Dollar | .5850 |
| Guiana, French | Franc | .0029 |
| Guiana, Netherlands | Guilder | .5375 |
| Haiti | Gourde | .20 |
| Honduras (Republic) | Lempira | .50 |
| Hong Kong | Dollar | .1750 |
| Hungary | Forint | .0861 |
| Iceland | Krona | .0615 |
| India | Rupee | .2102 |
| Indo-China | Piaster | .0286 |
| Indonesia | Rupiah | .0881 |
| Iran | Rial | .0135 |
| Iraq | Dinar | 2.7912 |
| Israel | Pound | .56 |
| Italy | Lira | .0016 |
| Jamaica | Pound | $2.8038 |
| Janan | Yen | .0028 |
| Jordan | Dinar | 2.7912 |
| Korea, South | Hwan | .0020 |
| Laos | Kip | .0286 |
| Lebanon | Pound | .3120 |
| Liberia | Dollar | 1.00 |
| Libya | Pound | 2.7988 |
| Liechtenstein | Franc | .23335 |
| Luxembourg | Franc | .0199 |
| Macao | Pataca | .21 |
| Madagascar | Franc | .0058 |
| Malaya | Dollar | .3290 |
| Malta | Pound | 2.7988 |
| Martinique | Franc | .00215 |
| Mauritius | Rupee | .2099 |
| Mexico | Peso | .0805 |
| Monaco | Franc | .00215 |
| Morocco | Franc | .00215 |
| Mozambique | Escudo | .0350 |
| Netherlands | Guilder | .2616 |
| Netherlands Antilles | Guilder | .5310 |
| New Caledonia | Franc | .0160 |
| New Guinea (Mandate) | Pound | 2.2338 |
| New Zealand | Pound | 2.7812 |
| Nicaragua | Cordoba | .1430 |
| Nigeria | Pound | 2.815 |
| Norway | Krone | .1405 |
| Oceania, French | Franc | .0160 |
| Pakistan | Rupee | .2097 |
| Panama | Balboa | 1.00 |
| Paraguay | Guarani | .0167 |
| Peru | Sol | .0528 |
| Philippines | Peso | .4890 |
| Poland | Zloty | .25 |
| Portugal | Escudo | .0350 |
| Portuguese Guinea | Escudo | .0350 |
| Portuguese India | Rupia | .2099 |
| Reunion Is. | Franc | .0058 |
| Rhodesia-Nyasaland | Pound | 2.80 |
| Roumania | Leu | .1666 |
| Salvador | Colon | .40 |
| Samoa, British | N. Z. Pound | 2.7812 |
| Sarawak | Dollar | .3290 |
| Saudi Arabia | Riyal | .2675 |
| Seychelles | Rupee | .2099 |
| Singapore | Dollar | .3290 |
| Solomon Is. | Pound | 2.2338 |
| South West Africa | Pound | 2.7975 |
| Spain | Peseta | .0240 |
| St. Thomas & Principe | Escudo | .0350 |
| Sudan | Pound | 2.90 |
| Surinam | Guilder | .5375 |
| Sweden | Krona | .1935 |
| Switzerland | Franc | .2334 |
| Syria | Pound | .281 |
| Tanganyika | Shilling | .14 |
| Thailand | Baht | .0486 |
| Timor | Pataca | .2275 |
| Tonga | Aus. Pound | 2.2338 |
| Trinidad | Dollar | .585 |
| Tunisia | Franc | .00215 |
| Turkey | Pound | .3575 |
| Union of South Africa | Pound | 2.795 |
| U. S. S. R. | Ruble | .25 |
| United Kingdom | Pound | 2.80 |
| Uruguay | Peso | .25 |
| Venezuela | Bolivar | .3010 |
| Vietnam, South | Piaster | .0286 |
| Yugoslavia | Dinar | .0033 |
| Zanzibar | Shilling | .14 |

**TOKYO, JAPAN**
Dodwell & Co., Ltd.
Naka 7th Bldg.
Marunouchi, Chiyoda-Ku
Japan Travel Bureau
1, 1-Chome Marunovchi
Chiyoda-Ku
Miyako Travel Service
2 Shiba, Kotohiracho Minatoku
Nippon Express Co., Ltd.
Tokyo Central Transport Office
c/o Daiei Bldg., 2, 3-Chomo
Nischi-Nippon Railroad Co., Ltd.
No. 8, Tori; 3-Chome
Nihon bashi, Chuo-Ku

**TORONTO, ONTARIO, CANADA**
Border Brokers, Ltd.
60 Front St. W.
Canadian European Forwarders
64 Wellington St. W.
Davies-Turner Forwarding Co.
69 Yonge St.
Kuehn & Nagel (Canada) Ltd.
19 Melinda St.
Lep Transport (Canada) Ltd.
20 Temperance St.
Mavety Forwarding Co.
277 Victoria St.
Thos. Meadows & Co., Canada, Ltd.
200 Bay Street
Murray & Robinson Ltd.
13 Adelaide St. E.
Thompson, Ahern & Co.
40 Yonge St.

**TRIESTE, TRIESTE**
American Express Co., Inc.
1 Piazza Duca Degli Abruzzi

**TRIPOLI, LIBYA**
American Express Co., Inc.
Wheelus Field Air Force Base

**VALPARAISO, CHILE**
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Blanco 631
Gondrand Brothers (Chile) Ltda.
Justicia 45, of. 306
Grace y Cia (Chile) S.A.
Plaza Sotomayor 50, Casilla 90-V

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Thos. Cook & Son, Ltd.
625 Pender St. W.
*(Concluded on Page 54)*

*When the chips are down...*

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There's a crisis virtually every minute of every day in the business of moving freight. No carrier is immune to delays and interruptions of service, whether by act of God or man.

You're much better off when you play the odds by shipping via an air freight forwarder. His on-the-scene familiarity with loads, schedules, and capabilities of all the carriers enables him to steer your air freight safely around the crises. When you give your shipment to an air freight forwarder, you can relax in the knowledge he will use the fastest, most efficient, and most economical routes in your behalf.

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ACME AIR CARGO, INC.
AIRBORNE FREIGHT CORP.
AIR CARGO CONSOLIDATORS
AIR EXPRESS INT'L CORP.
ALLIED AIR FREIGHT INC.
AMERICAN SHIPPERS, INC.
BARNETT INT'L FORWARDERS, INC.
PETER A. BERNACKI, INC.
BOR-AIR FREIGHT CO., INC.
FLETE INTERNACIONAL CORP.
FLYING CARGO, INC.
FREDERIC HENJES JR., INC.
HENSEL BRUCKMANN & LORBACHER
INTRA-MAR SHIPPING CORP.
H. G. OLLENDORFF, INC.
PAN MARITIME CARGO SERVICE, INC.
SHULMAN AIR FREIGHT, INC.
J. D. SMITH INTER-OCEAN INC.
W. T. C. AIR FREIGHT
WORLD WIDE SERVICES, INC.

AFFA

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▲ International

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•▲*ACME AIR CARGO, INC., 2 Lafayette Street, New York, N. Y.
•AERO TRANSPORT DIVISION, EXPRESS FORWARDING & STORAGE CO., INC., 8 Bridge St., New York 4, N. Y.
•▲*AIR CARGO CONSOLIDATORS, INC., 8 Shotgun Lane, Levittown, N. Y.
•AIR CARGO TRANSPORT, Logan International Airport, East Boston 28, Massachusetts.
•AIR DISPATCH, INC., 630 9th Ave., New York 36, N. Y.
•▲*AIR EXPRESS INTERNATIONAL CORP., 90 Broad St., New York 4, N. Y. (see advertisement)
•AIR FREIGHTWAYS, North Philadelphia Airport, Philadelphia 36, Pennsylvania.
•AIR - LAND FREIGHT CONSOLIDATORS, INC., 226 Jackson Street, San Francisco, Calif. (see advertisement)
•AIR LANES SERVICE, INC., 14805 Detroit Ave., Cleveland 7, Ohio.
•▲AIR-SEA FORWARDERS, INC., 406 S. Main St., Los Angeles 13, Calif. (see advertisement)
•AIRBORNE COORDINATORS, INC., Cleveland Hopkins Airport, Cleveland 11, Ohio.
•▲*AIRBORNE FREIGHT CORP., P. O. Box 631, San Francisco Int'l Airport, South San Francisco, California (see advertisement)
•AIRWAYS PARCEL POST SERVICE, INC., 472 10th Ave., New York 18, N. Y.
▲ALAS IBERO AMERICANAS, INC., P. O. Box 85, Miami 48, Florida.
▲ALL-AIRTRANSPORT, INC., 6 State St., New York 4, N. Y. (see advertisement)
•▲*ALLIED AIR FREIGHT, INC., 428 9th Ave., New York 1, N. Y.
•▲AMERICAN SHIPPERS, INC., 810 E. 18th St., Los Angeles 21, Calif.
•ANDERSON EXPRESS, LTD., Operations Bldg., N. Y. International Airport, Jamaica 30, N. Y.
▲ARISTA SHIPPING COMPANY, 38 Pearl St., New York 4, N. Y.
•*BARNETT AIRCARGO, INC., 543 W. 43rd St., New York, N. Y. (see advertisement)
▲BARNETT INTERNATIONAL AIR-FREIGHT CORP., 543 W. 43rd St., New York 36, N. Y.
•▲*PETER A. BERNACKI, INC., 222 Spring Garden St., Philadelphia 23, Pa. (see advertisement)
•*BOR-AIR-FREIGHT CO., INC., 307 W. 36th St., New York 18, N. Y.
•W. J. BYRNES AND COMPANY OF NEW YORK, INC., 25 Broadway, New York 4, N. Y.
▲CARIBBEAN & WEST INDIES EXPRESS CO., 611 Security Bldg., Miami 32, Fla.
•CHICAGOLAND AIR FREIGHT, 1325 W. Randolph St., Chicago 7, Ill.
•CITY MESSENGER AIR EXPRESS, 1414 Cole Place, Los Angeles 28, California
•CLOUD LANE, P. O. Box 1431, Fort Worth, Texas.
▲CONSOLIDATED AIR FREIGHT, INC., 631 Fernandez Juncos Ave., San Juan, Puerto Rico
•CONTINENTAL FORWARDING SERVICE, 146 W. West St., Baltimore 30, Md.
•DOMESTIC AIR EXPRESS, Box 2611, Terminal Annex, Los Angeles 54, California
•▲DORF INT'L., LTD., 89 Broad St., New York, N. Y.
•DOW CO., INC., FRANK P., Olympic National Bldg., Seattle 4, Washington
•▲EMERY AIR FREIGHT CORP., 801 2nd Ave., New York, N. Y. (see advertisement)
▲EMPIRE FOREIGN AIR FORWARDERS, INC., 117 Liberty St., New York 6, N. Y.
▲*FLETE INTERNATIONAL CORP., 105 Broad St., New York 4, N. Y.
▲*FLYING CARGO, INC., 140 Cedar Street, New York 6, N. Y. (see advertisement)
•4-A AIRFREIGHT CONSOLIDATORS & FORWARDERS, INC., 5719 N. Central Ave., Chicago 30, Ill.
▲FREEDMAN & SLATER, INC., 10 Bridge St., New York 4, N. Y. (see advertisement)
•GENERAL AIR FREIGHT, INC., 1003 W. Huron St., Chicago, Illinois
•GILBERT AIR TRANSPORT CORP., 645 W. 40th St., New York, N. Y.
•▲GLOBAL AIR CARGO, 420 Market St., San Francisco 11, Calif.
▲*HENJES, INC., FREDERIC, JR., 38 Pearl St., New York 4, N. Y. (see advertisement)
▲*HENSEL, BRUCKMANN & LORBACHER, INC., 6 State St., New York 4, N. Y. (see advertisement)
•HOP AIR FREIGHT FORWARDER, INC., 265 W. 30th St., New York 1, N. Y.
▲INTER - MARITIME FORWARDING CO., INC., 38 Pearl St., New York 4, N. Y.
▲*INTRA-MAR SHIPPING CORP., 42 Stone St., New York 4, N. Y. (see adertisement)
•K & R AIRFREIGHT, INC., 2626 N. Clybourn Ave., Chicago 14, Ill.
▲KRAMER BROS. TRANSPORTATION CO., INC., 36 Unon Wharf, Boston, Mass.
•LIFSCHULTZ AIR FREIGHT, 28 N. Franklin St., Chicago 6, Illinois


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TO EUROPE


## IATA CARGO AGENTS

(Continued from Page 52)

**VENICE, ITALY**
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Bocca di Piazza 1261 (San Marco)

**VIENNA, AUSTRIA**
American Express Co., Inc.
9 Alserstrasse
Rohner, Gerhig & Co., A.G.
Hintere, Zollamtsstrasse 1

**WIESBADEN, GERMANY**
American Express Co., Inc.
Wilhelmstr. 14

**WILLEMSTAD, CURACAO**
S.E.L. Maduro & Sons, Inc.
DeRuyterpl 2-4

**WINDSOR, ONT., CANADA**
Whitlock Airtravel Aircargo Services
437 Ouellette Avenue

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American Express Co., Inc.
Bldg. 11, Leighton Barracks

**ZURICH, SWITZERLAND**
American Express Co., Inc.
Sihlporteplatz 2

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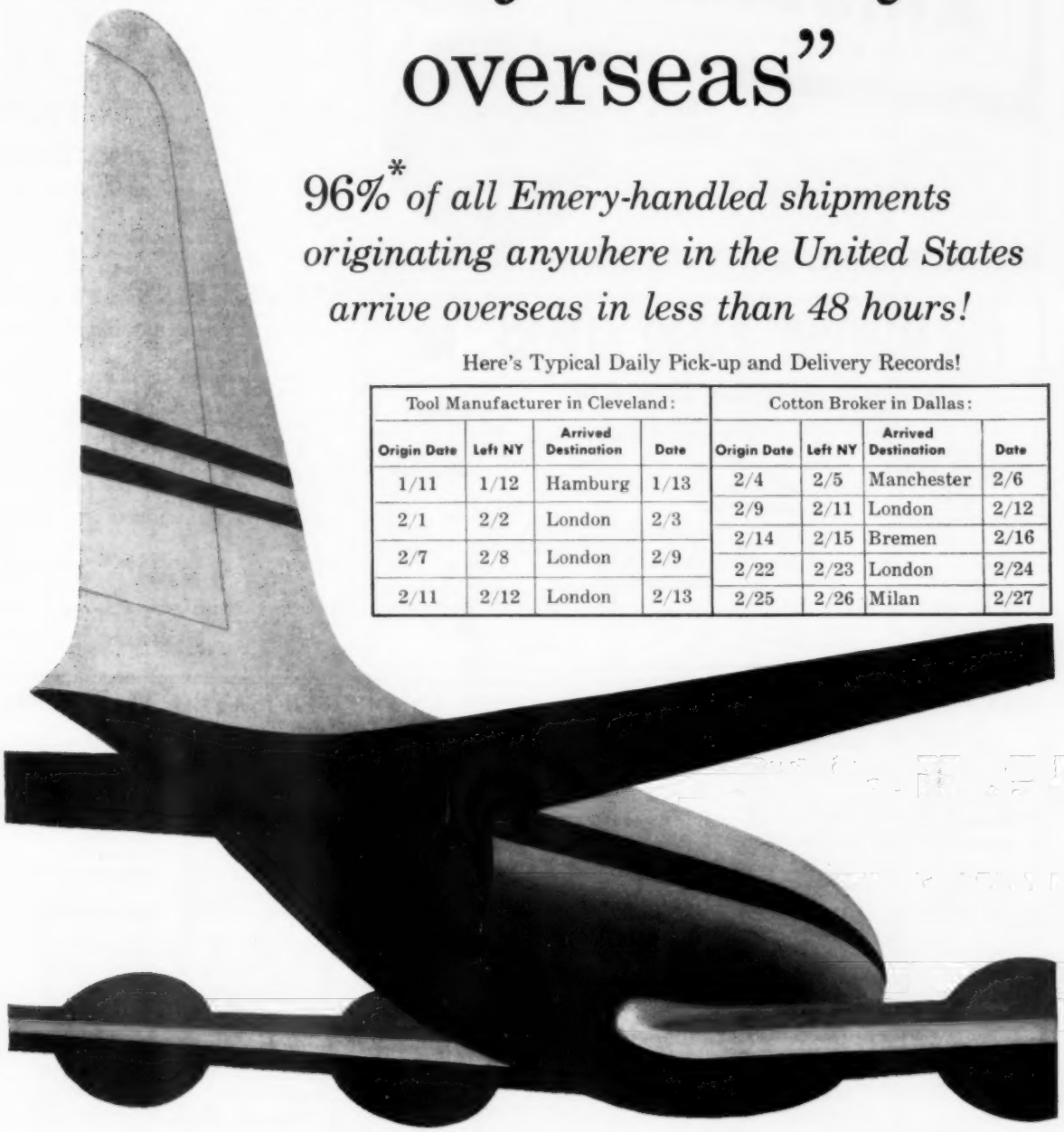
|---|---|---|---|---|---|---|---|
| Origin Date | Left NY | Arrived Destination | Date | Origin Date | Left NY | Arrived Destination | Date |
| 1/11 | 1/12 | Hamburg | 1/13 | 2/4 | 2/5 | Manchester | 2/6 |
| 2/1 | 2/2 | London | 2/3 | 2/9 | 2/11 | London | 2/12 |
| 2/7 | 2/8 | London | 2/9 | 2/14 | 2/15 | Bremen | 2/16 |
| 2/11 | 2/12 | London | 2/13 | 2/22 | 2/23 | London | 2/24 |
| | | | | 2/25 | 2/26 | Milan | 2/27 |



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## CAB-REGISTERED AIR FREIGHT FORWARDERS

(*Continued from Page 54*)

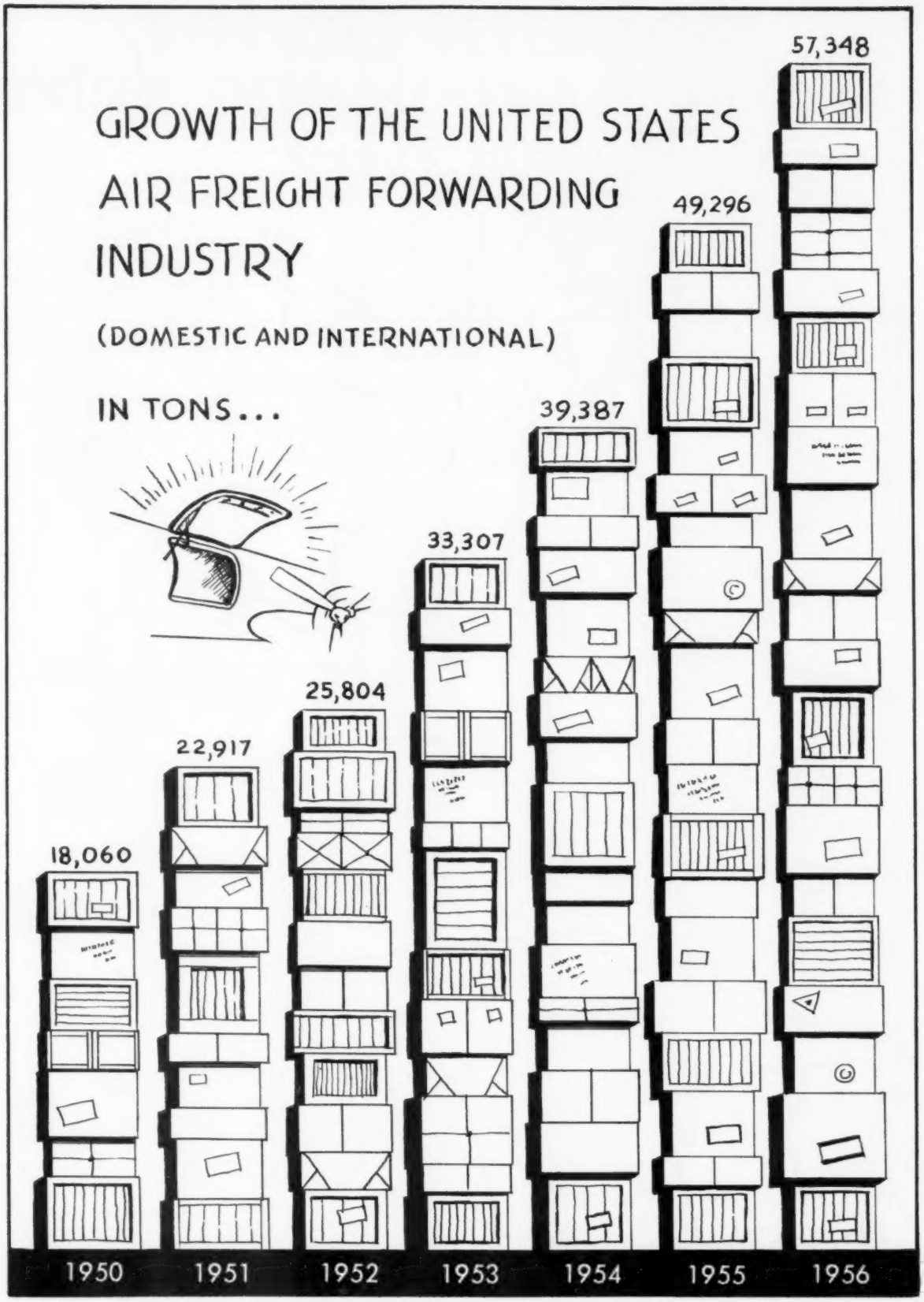
- ▲NATIONAL AIR FREIGHT FORWARDING CORP., 19 Rector St., New York 6, N. Y.
- ▲***OLLENDORFF, INC., H. G., 239 W. 68th St., New York 23, N. Y. (see advertisement)**
- ▲PACIFIC AIR FREIGHT, INC., Box 444, Seattle-Tacoma Airport, Seattle 88, Washington
- ▲***PAN-MARITIME CARGO SERVICE, INC., 232 Water St., New York 38, N. Y. (see advertisement)**
- REPUBLIC AIR FREIGHT, 168 12th Ave., New York 1, N. Y.
- RITEWAY EXPRESS, INC., 491 Broadway, Westwood, N. J.
- *SHULMAN, INC., 20th St. & Washton Ave., Philadelphia 46, Pa.
- ▲***SMITH INTER-OCEAN, INC., J. D., 53 Broadway, New York 6, N. Y. (see advertisement)**
- ▲SUN TRANSPORTERS, INC., 45 White St., New York 13, N. Y.
- UNITED PARCEL SERVICE - AIR, INC., Room 400, 331 E. 38th St., New York 16, N. Y.
- ▲UNIVERSAL AIR FREIGHT CORP., 345 Hudson St., New York 14, N. Y.
- *W.T.C. AIR FREIGHT, 1440 E. 5th St., Los Angeles 33, Calif.
- WESTERN TRANSPORTATION CO., INC., 1440 E. 5th St., Los Angeles 33, Calif.
- WINGS AND WHEELS EXPRESS, INC., 110th St. at Astoria Blvd., Flushing 69, N. Y.
- ▲WORLD FREIGHT FORWARDERS (AIR), 1225 E. 155th St., Seattle 55, Wash.
- ▲*WORLD-WIDE SERVICES, INC., 15-19 Ferry St., New York 38, N. Y.
- YANKEE AIR EXPRESS, 72 Midway St., South Boston 10, Mass.

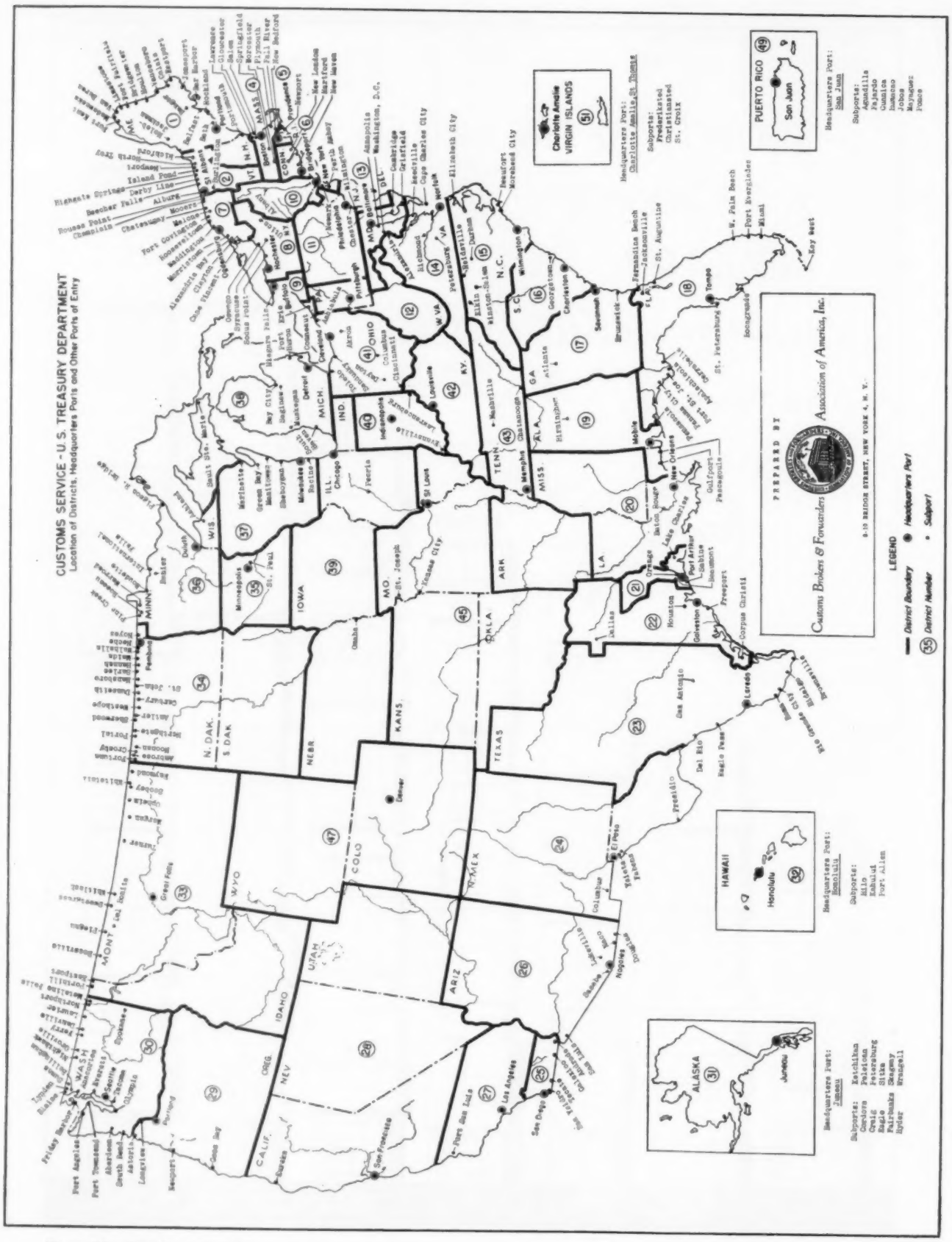
## HOW THE UNITED STATES TRUNK LINES AND CERTIFICATED ALL-CARGO LINES RANK IN DOMESTIC AIR FREIGHT TRAFFIC—1951-1956

**NOTE: Parenthesized figures indicate freight ton-miles flown. All-cargo lines are distinguished by bold type.**

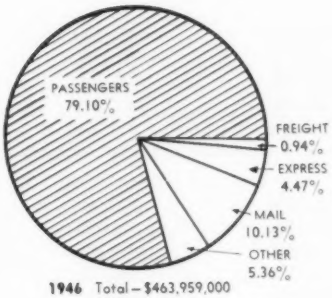
| | 1951 | 1952 | 1953 | 1954 | 1955 | 1956 |
|---|---|---|---|---|---|---|
| 1. | **Slick** (44,151,000) | American (44,911,000) | American (52,314,000) | American (53,909,000) | American (67,011,000) | American (74,800,000) |
| 2. | American (35,484,000) | **Slick** (44,643,000) | **Slick** (38,953,000) | United (33,598,000) | **Flying Tiger** (46,926,000) | **Flying Tiger** (67,000,000) |
| 3. | **Flying Tiger** (27,875,000) | **Flying Tiger** (35,625,000) | **Flying Tiger** (35,624,000) | **Slick** (32,775,000) | **Slick** (41,876,000) | United (50,859,000) |
| 4. | United (22,177,000) | United (26,643,000) | United (27,620,000) | **Flying Tiger** (25,314,000) | United (39,526,000) | **Slick** (49,455,000) |
| 5. | TWA (14,961,000) | TWA (15,600,000) | TWA (18,905,000) | TWA (21,271,000) | TWA (24,253,000) | **Riddle** (43,820,000) |
| 6. | **Riddle** (6,251,000) | **Riddle** (10,538,000) | **Riddle** (11,604,000) | **Riddle** (14,172,000) | Eastern (13,988,000) | TWA (23,674,000) |
| 7. | Eastern (5,361,000) | Eastern (6,846,000) | Eastern (8,129,000) | Eastern (10,350,000) | **Riddle** (13,417,000) | Eastern (16,213,000) |
| 8. | Capital (5,222,000) | National (5,273,000) | Delta (5,541,000)[6] | Delta (5,737,000) | Delta (6,608,000) | Delta (7,784,000) |
| 9. | National (5,041,000) | Delta (4,257,000) | National (5,536,000) | National (4,468,000) | Northwest (6,581,000) | Northwest (7,755,000) |
| 10. | Northwest (3,961,000) | Capital (3,924,000) | Capital (4,146,000) | Northwest (4,467,000) | National (4,262,000) | National (4,986,000) |
| 11. | Delta (3,584,000) | Northwest (3,595,000) | Northwest (3,696,000) | Capital (4,205,000) | Capital (3,987,000) | Braniff (4,096,000) |
| 12. | Braniff (1,989,000) | Braniff (2,297,000)[3] | Braniff (2,760,000) | Braniff (2,915,000) | Braniff (3,428,000) | Capital (3,562,000) |
| 13. | Chicago & Southern (864,000) | Chicago & Southern (1,312,000) | Western (1,346,000) | Western (1,796,000) | Western (2,347,000) | Western (1,649,000) |
| 14. | Western (610,000) | Western (947,000)[4] | Continental (842,000) | Continental (932,000) | Continental (1,290,000) | Continental (1,242,000) |
| 15. | Continental (582,000) | Continental (776,000) | Chicago & Southern (421,000)[7] | Northeast (299,000) | Northeast (357,000) | Northeast (305,000) |
| 16. | Mid-Continent (512,000) | Mid-Continent (331,000)[5] | Northeast (266,000) | Colonial (291,000) | Colonial (343,000) | |
| 17. | **Airnews** (301,000)[1] | Northeast (258,000) | Colonial (248,000) | | | |
| 18. | Northeast (247,000) | Colonial (159,000) | | | | |
| 19. | Inland (144,000)[2] | | | | | |
| 20. | Colonial (111,000) | | | | | |

[1] Airnews ceased operations October 12, 1951.
[2] This represents final statistics for Inland which merged with Western in 1952.
[3] Merged with Mid-Continent August 16, 1952; figure included.
[4] Includes Inland.
[5] Covers period ending August 15, 1952.
[6] Includes Chicago & Southern as of May 1, 1953.
[7] Covers period ending April 30, 1953.

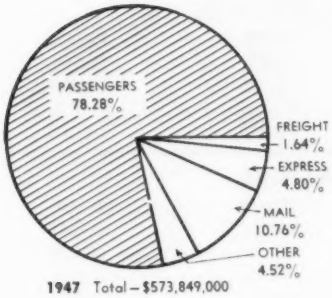

GROWTH OF THE UNITED STATES
AIR FREIGHT FORWARDING
INDUSTRY
(DOMESTIC AND INTERNATIONAL)
IN TONS...
18,060
22,917
25,804
33,307
39,387
49,296
57,348
1950
1951
1952
1953
1954
1955
1956


CUSTOMS SERVICE - U.S. TREASURY DEPARTMENT
Location of Districts, Headquarters Ports and Other Ports of Entry
PREPARED BY
Customs Brokers & Forwarders Association of America, Inc.
8-10 BRIDGE STREET, NEW YORK 4, N. Y.
LEGEND
District Boundary
Headquarters Port
District Number
Subport
HAWAII
Honolulu
Headquarters Port: Honolulu
Subports: Hilo, Kahului, Port Allen
ALASKA
Juneau
Headquarters Port: Juneau
Subports: Ketchikan, Petersburg, Sitka, Skagway, Wrangell
PUERTO RICO
San Juan
Headquarters Port: San Juan
Subports: Aguadilla, Fajardo, Humacao, Mayaguez, Ponce
VIRGIN ISLANDS
Charlotte Amalie
Headquarters Port: Charlotte Amalie, St. Thomas
Subports: Frederiksted, Christiansted, St. Croix

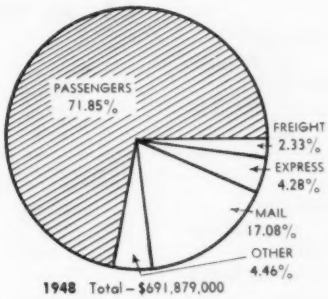
# OPERATING REVENUES OF UNITED STATES SCHEDULED AIRLINES*
# 1946-1956



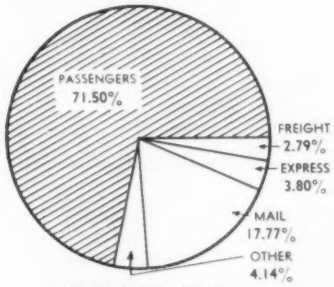

**1946** Total – $463,959,000



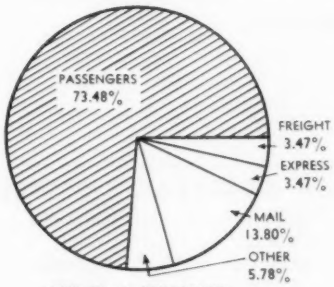

**1947** Total – $573,849,000



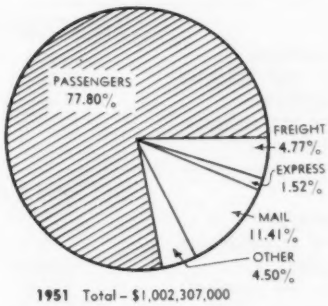

**1948** Total – $691,879,000



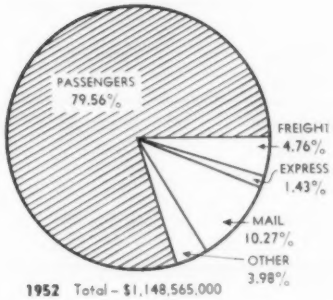

**1949** Total – $769,152,000



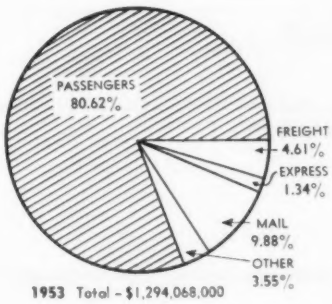

**1950** Total – $827,372,000



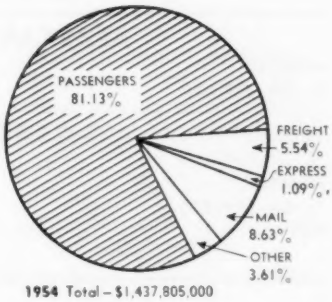

**1951** Total – $1,002,307,000



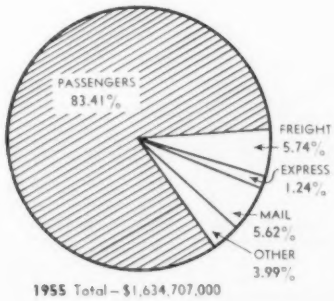

**1952** Total – $1,148,565,000



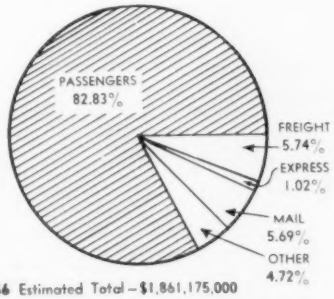

**1953** Total – $1,294,068,000




**1954** Total – $1,437,805,000




**1955** Total – $1,634,707,000



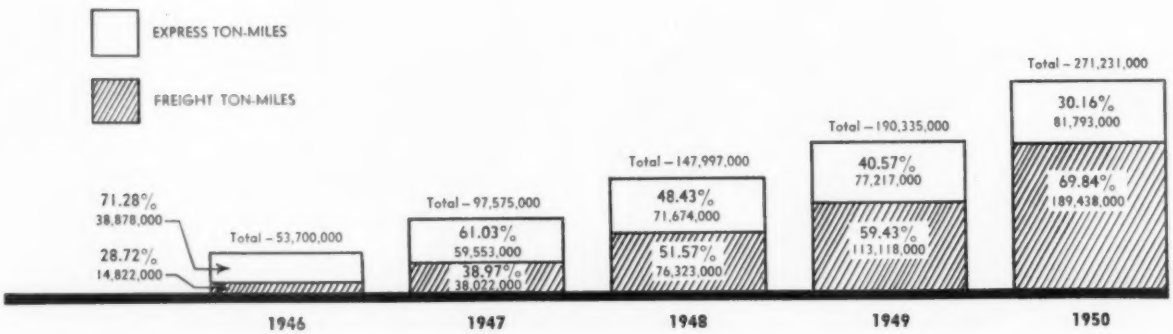

**1956** Estimated Total – $1,861,175,000

**These charts are based on the reports of the member airlines of the Air Transport Association of America.*

# REVENUE TON-MILES OF FREIGHT AND EXPRESS CARRIED

| | 1946 | 1947 | 1948 | 1949 | 1950 |
|---|---|---|---|---|---|
| **DOMESTIC TRUNK AIRLINES** | | | | | |
| FREIGHT | 14,433,000 | 35,214,000 | 70,438,000 | 94,190,000 | 112,861,000 |
| % OF FREIGHT | 37.90% | 55.24% | 70.29% | 77.51% | 75.54% |
| EXPRESS | 23,652,000 | 28,533,000 | 29,769,000 | 27,329,000 | 36,538,000 |
| % OF EXPRESS | 62.10% | 44.76% | 29.71% | 22.49% | 24.46% |
| TOTAL | 38,085,000 | 63,747,000 | 100,207,000 | 121,519,000 | 149,399,000 |
| **LOCAL SERVICE AIRLINES** | | | | | |
| FREIGHT | | 62,000 | 265,000 | 436,000 | 696,000 |
| % OF FREIGHT | | 34.44% | 58.24% | 57.67% | 52.77% |
| EXPRESS | 24,000 | 118,000 | 190,000 | 320,000 | 623,000 |
| % OF EXPRESS | 100% | 65.56% | 41.76% | 42.33% | 47.23% |
| TOTAL | 24,000 | 180,000 | 455,000 | 756,000 | 1,319,000 |
| **TERRITORIAL AIRLINES** | | | | | |
| FREIGHT | 389,000 | 636,000 | 581,000 | 618,000 | 529,000 |
| % OF FREIGHT | 77.64% | 84.57% | 81.26% | 83.29% | 81.63% |
| EXPRESS | 112,000 | 116,000 | 134,000 | 124,000 | 119,000 |
| % OF EXPRESS | 22.36% | 15.43% | 18.74% | 16.71% | 18.37% |
| TOTAL | 501,000 | 752,000 | 715,000 | 742,000 | 648,000 |
| **HELICOPTER AIRLINES** | | | | | |
| FREIGHT | | | | | |
| % OF FREIGHT | | | | | |
| EXPRESS | | | | | |
| % OF EXPRESS | | | | | |
| TOTAL | | | | | |
| **INTERNATIONAL & OVERSEAS AIRLINES** | | | | | |
| FREIGHT | | 2,110,000 | 4,012,000 | 6,714,000 | 16,050,000 |
| % OF FREIGHT | | 6.41% | 8.80% | 11.96% | 26.50% |
| EXPRESS | 15,090,000 | 30,786,000 | 41,581,000 | 49,444,000 | 44,513,000 |
| % OF EXPRESS | 100% | 93.59% | 91.20% | 88.04% | 73.50% |
| TOTAL | 15,090,000 | 32,896,000 | 45,593,000 | 56,158,000 | 60,563,000 |
| **ALASKAN AIRLINES** | | | | | |
| FREIGHT | | | 1,027,000 | 618,000 | 882,000 |
| % OF FREIGHT | | | 100% | 100% | 100% |
| **ALL-CARGO AIRLINES** | | | | | |
| FREIGHT | | | | 10,542,000 | 58,420,000 |
| % OF FREIGHT | | | | 100% | 100% |
| EXPRESS | | | | | |
| % OF EXPRESS | | | | | |
| TOTAL | | | | 10,542,000 | 58,420,000 |

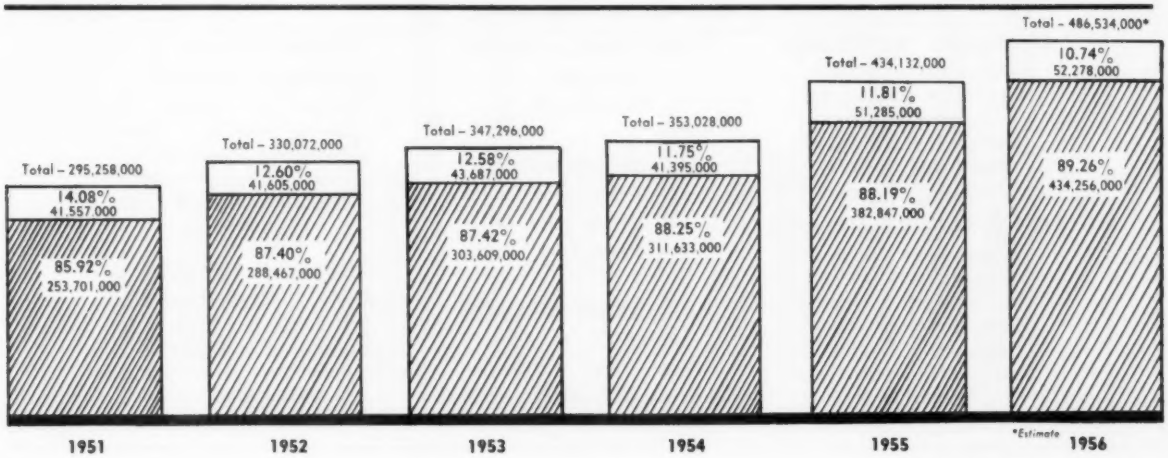
GROWTH OF U.S. AIR CARGO



# BY UNITED STATES SCHEDULED AIRLINES: 1946-1956

| 1951 | 1952 | 1953 | 1954 | 1955 | 1956 |
|---|---|---|---|---|---|
| 100,581,000 | 117,128,000 | 131,778,000 | 144,276,000 | 174,023,000 | 190,597,000 |
| 71.41% | 74.37% | 75.61% | 78.24% | 77.82% | 79.31% |
| 40,260,000 | 40,375,000 | 42,514,000 | 40,122,000 | 49,608,000 | 49,711,000 |
| 28.59% | 25.63% | 24.39% | 21.76% | 22.18% | 20.69% |
| 140,841,000 | 157,503,000 | 174,292,00 | 184,604,000 | 223,631,000 | 240,308,000 |
| 920,000 | 1,116,000 | 1,179,000 | 1,158,000 | 1,355,000 | 1,625,000 |
| 50.33% | 55.52% | 55.27% | 52.61% | 49.13% | 49,05% |
| 908,000 | 894,000 | 954,000 | 1,043,000 | 1,403,000 | 1,688,000 |
| 49.67% | 44.48% | 44.73% | 47.39% | 50.87% | 50.95% |
| 1,828,000 | 2,010,000 | 2,133,000 | 2,201,000 | 2,758,000 | 3,313,000 |
| 855,000 | 1,258,000 | 1,503,000 | 1,657,000 | 1,646,000 | 1,477,000 |
| 89.53% | 95.81% | 100% | 100% | 100% | 100% |
| 100,000 | 55,000 | | | | |
| 10.47% | 4.19% | | | | |
| 955,000 | 1,313,000 | 1,503,000 | 1,657,000 | 1,646,000 | 1,477,000 |
| | | 2,000 | 5,000 | 5,000 | 7,000 |
| | | 100% | 27.78% | 13.89% | 16.28% |
| | | | 13,000 | 31,000 | 36,000 |
| | | | 72.22% | 86.11% | 83.72% |
| | | 2,000 | 18,000 | 36,000 | 43,000 |
| 71,004,000 | 72,346,000 | 74,427,000 | 81,886,000 | 89,598,000 | 109,227,000 |
| 99.59% | 99.61% | 99.71% | 99.74% | 99.06% | 100% |
| 289,000 | 281,000 | 219,000 | 217,000 | 243,000 | |
| 0.41% | 0.39% | 0.29% | 0.26% | 0.94% | |
| 71,293,000 | 72,627,000 | 74,646,000 | 82,103,000 | 89,841,000 | 109,227,000 |
| 1,763,000 | 4,252,000 | 5,908,000 | 5,998,000 | 7,300,000 | 7,955,000 |
| 100% | 100% | 100% | 100% | 100% | |
| 78,578,000 | 92,367,000 | 88,812,000 | 76,653,000 | 108,920,000 | 123,368,000 |
| 100% | 100% | 100% | 100% | 100% | 99.32% |
| | | | | | 843,000 |
| | | | | | 0.68% |
| 78,578,000 | 92,367,000 | 88,812,000 | 76,653,000 | 108,920,000 | 124,211,000 |

[1] *Riddle and Aaxico not included*



# AIR CARGO: FIRST QUARTER

*Statistics covering freight and express flown by the scheduled combination, all-cargo and helicopter airlines of the United States during the comparative first quarters of 1956 and 1957.*

| REVENUE TON-MILES OF FREIGHT CARRIED | 1st Quarter 1957 | 1st Quarter 1956 | Percent of Change |
|---|---|---|---|
| Domestic Trunklines | 47,825,000 | 40,247,000 | +18.8 |
| Local Service Airlines | 404,000 | 362,000 | +23.5 |
| Territorial Airlines | 331,000 | 367,000 | —9.8 |
| Helicopter Airlines | 3,000 | 1,000 | +200.0 |
| International & Overseas Airlines | 28,320,000[2] | 25,076,000[2] | +12.9 |
| Alaskan Airlines | 1,318,000[2] | 1,324,000[2] | —0.5 |
| All-Cargo Airlines | 40,471,000 | 28,683,000 | +41.1 |
| *Consolidated Industry* | 118,672,000[3] | 96,025,000[3] | +23.6 |
| **REVENUE TON-MILES OF EXPRESS CARRIED** | | | |
| Domestic Trunklines | 11,810,000 | 11,384,000 | +3.7 |
| Local Service Airlines | 386,000 | 363,000 | +6.3 |
| Helicopter Airlines | 9,000 | 6,000 | +50.0 |
| All-Cargo Airlines | 573,000 | 39,000 | +1,369.2 |
| *Consolidated Industry* | 12,778,000 | 11,792,000 | +8.4 |
| **OPERATING REVENUES—FREIGHT** | | | |
| Domestic Trunklines | $10,301,000 | $9,116,000 | +13.0 |
| Local Service Airlines | 404,000 | 327,000 | +23.5 |
| Territorial Airlines | 331,000 | 367,000 | —9.8 |
| Helicopter Airlines | 8,000 | 6,000 | +33.3 |
| International & Overseas Airlines | 9,545,000[2] | 8,633,000[2] | +10.3 |
| Alaskan Airlines | 445,000[2] | 458,000[2] | —2.8 |
| All-Cargo Airlines | 5,953,000 | 4,984,000 | +19.4 |
| *Consolidated Industry* | $26,618,000[3] | $23,506,000[3] | +13.2 |
| **OPERATING REVENUES—EXPRESS** | | | |
| Domestic Trunklines | $4,524,000 | $4,544,000 | —0.4 |
| Local Service Airlines | 386,000 | 363,000 | +6.3 |
| Helicopter Airlines | 25,000 | 29,000 | —13.8 |
| All-Cargo Airlines | 172,000 | 15,000 | +1,046.7 |
| *Combined Industry* | $4,909,000[4] | $4,776,000[4] | +2.8 |

[1] *Preliminary report.*
[2] *Express and freight combined.*
[3] *Includes express carried by International and Alaskan carriers.*
[4] *Does not include express carried by International and Alaskan carriers.*

**DOMESTIC TRUNKLINES**
American • Braniff
Capital • Continental
Delta • Eastern
National • Northeast
Northwest • TWA
United • Western

**LOCAL SERVICE AIRLINES**
Allegheny • Bonanza
Central • Frontier
Lake Central • Mohawk
North Central • Ozark
Piedmont • Southern
Southwest • Trans-Texas
West Coast

**TERRITORIAL AIRLINES**
Hawaiian
Trans-Pacific

**HELICOPTER AIRLINES**
Helicopter
Los Angeles
New York

**ALL-CARGO AIRLINES**
AAXICO • ASA
Flying Tiger • Riddle
Seaboard & Western • Slick

**INTERNATIONAL & OVERSEAS AIRLINES**
American • Braniff
Caribbean/Atlantic • Delta
Eastern • National
Northwest • Pan American
Panagra • TWA
United

**ALASKAN AIRLINES**
Alaska • Alaska Coastal
Cordova • Ellis
Northern Consolidated
Pacific Northern • Reeve Aleutian
Wien Alaska

# AIR CARGO, INC.

## *PICK-UP AND DELIVERY SERVICE*

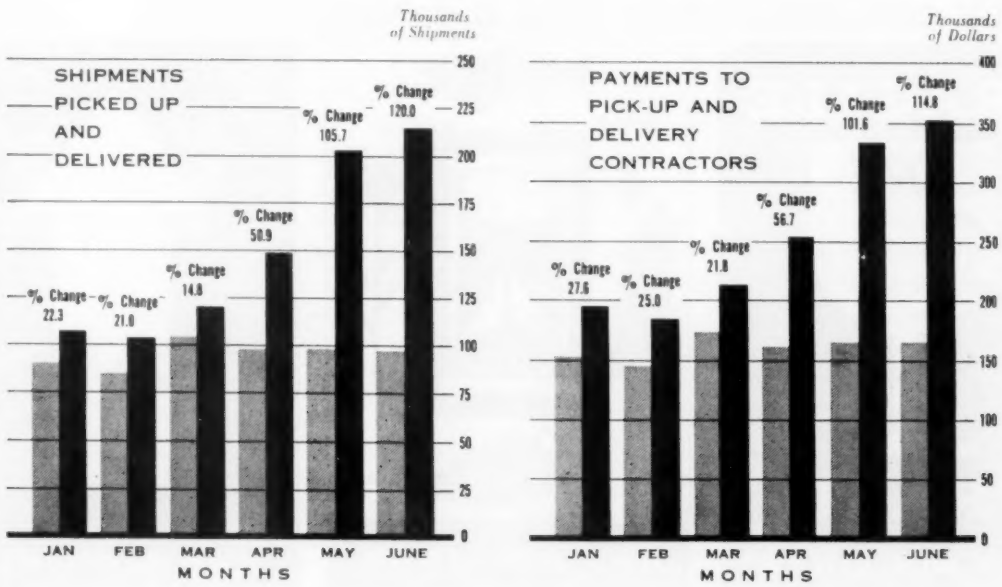
## 1947-1956

*Note:* Air Cargo, Inc., a corporation wholly owned by the scheduled airlines of the United States, was formed in 1941 as a research organization. In the Spring of 1947, ACI was reorganized to expand its activities to include cargo ground-service functions. Between that year and 1952 a nationwide pick-up and delivery service was developed, terminal operations set up, and air-surface through service arranged. Finally, in 1952, ACI began concentrating on door-to-door pick-up and delivery service—its principal operation today. The 10-year record of ACI appears on this page.

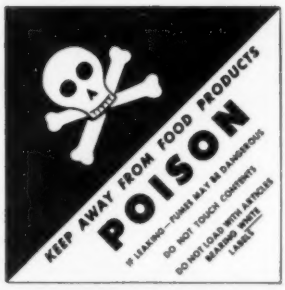
| | Number of Air Freight Shipments Picked-Up & Delivered | Payments to Pick-Up & Delivery Contractors | Expenses | | | Claims Paid & Loss Ratio | | Revenues | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | *Pick-Up & Delivery* | *All Other* | *Total* | *Claims Paid* | *Loss Ratio* | *Pick-Up & Delivery* | *All Other* | *Total* |
| 1947 | 105,018 | $ 128,981 | $ 180,815 | $ 197,809 | $ 378,624 | $ 2,286 | 1.53% | $ 155,727 | $ 89,184 | $ 244,911 |
| 1948 | 676,274 | 885,487 | 972,351 | 335,789 | 1,308,140 | 9,880 | 1.09 | 979,479 | 185,438 | 1,164,917 |
| 1949 | 1,020,133 | 1,393,843 | 1,434,888 | 313,137 | 1,748,025 | 28,643 | 2.06 | 1,515,193 | 175,149 | 1,690,342 |
| 1950 | 1,069,224 | 1,456,235 | 1,469,468 | 223,146 | 1,692,614 | 50,250 | 3.36 | 1,585,658 | 112,147 | 1,697,805 |
| 1951 | 898,121 | 1,248,976 | 1,312,972 | 205,152 | 1,518,124 | 26,760 | 2.09 | 1,368,499 | 126,046 | 1,494,545 |
| 1952 | 946,585 | 1,445,480 | 1,504,965 | 209,907 | 1,714,872 | 18,565 | 1.27 | 1,569,428 | 144,030 | 1,713,458 |
| 1953 | 1,022,680 | 1,606,137 | 1,673,033 | 227,881 | 1,900,914 | 17,904 | 1.10 | 1,740,572 | 162,859 | 1,903,431 |
| 1954 | 1,029,366 | 1,645,858 | 1,705,024 | 241,767 | 1,946,791 | 17,314 | 1.04 | 1,776,184 | 173,802 | 1,949,986 |
| 1955 | 1,168,934 | 1,931,912 | 2,012,638 | 250,479 | 2,263,117 | 8,699 | .44 | 2,089,084 | 177,133 | 2,266,217 |
| 1956 | 1,227,399 | 2,088,915 | 2,185,065 | 284,365 | 2,469,430 | 15,211 | .72 | 2,255,552 | 210,581 | 2,466,133 |
| 10 Year Total | 9,163,734 | $13,831,824 | $14,451,219 | $2,489,432 | $16,940,651 | $195,512 | 1.39% | $15,035,376 | $1,556,369 | $16,591,745 |

**CURRENT PICK-UP AND DELIVERY GROWTH**

January-June: 1956 Versus 1957



# STANDARDIZED LABELS FOR INTERNATIONAL AIR SHIPMENT

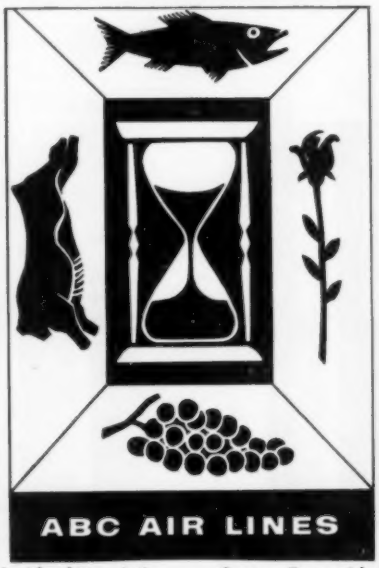


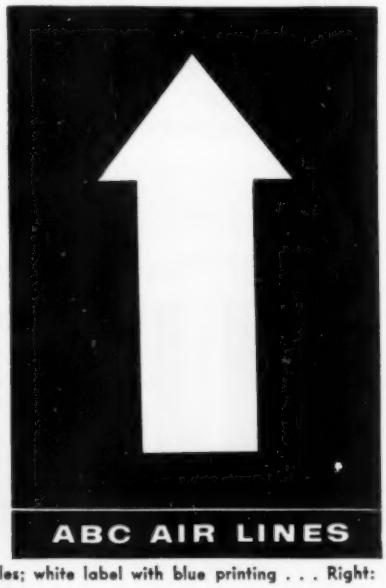

## *SPECIAL RESTRICTED CARGOES . . .*

Top, Right: For poison, poison gas, and tear gas; white label with red printing . . . Above, Left to Right: For acids, alkaline, caustic liquids, and corrosive liquids; white label with black printing . . . For flammable liquids and flammable compressed gases; red label with black printing . . . For flammable solids and oxidizing materials; yellow label with black printing . . . For nonflammable compressed gases; green label with black printing.

Left to Right: For explosives; red label with black printing . . . For radioactive materials (Groups I and 2); white label with red printing . . . For radioactive materials (Group 3); white label with blue printing . . . For aircraft differentiating; orange label with black printing.

## *SPECIAL CONSIGNMENTS ON NORMAL CARGO*




Left: For delicate commodities; red label with white printing . . . Center: For perishables; white label with blue printing . . . Right: "This Side Up" black label with white printing.

# REVENUE TON-KILOMETERS OF FREIGHT FLOWN BY IATA CARRIERS IN 1956

| *Airline* | *International* | *Domestic* | *Total* |
|---|---|---|---|
| Aer Lingus | 1,665,000 | 21,000 | 1,686,000 |
| Aerolineas Argentinas | 2,335,000 | 1,813,000 | 4,148,000 |
| Aero O/Y | 925,000 | 287,000 | 1,212,000 |
| Air Algerie | 26,000 | 2,898,000 | 2,924,000 |
| Air Ceylon | 1,140,000[1] | 149,000 | 1,289,000 |
| Air France | 21,804,000 | 35,366,000 | 57,170,000 |
| Air India | 7,136,000 | 358,000 | 7,494,000 |
| Air Liban | 1,960,000 | ..... | 1,960,000 |
| Air Vietnam | 149,000 | 1,405,000 | 1,554,000 |
| Airwork | NA | NA | NA[12] |
| Alitalia | 2,248,000 | 207,000 | 2,455,000 |
| American | 4,975,000[3] | 119,687,000 | 124,662,000 |
| Australian National | ..... | 30,655,000 | 30,655,000 |
| Aviacion y Comercio | 4,000 | 294,000 | 298,000 |
| Avianca | 2,399,000 | 29,736,000 | 32,135,000 |
| Braniff | 1,262,000 | 8,230,000 | 9,492,000 |
| British European | 11,030,000[11] | 1,481,000 | 12,511,000 |
| British Overseas | 46,481,000[4] | ..... | 46,481,000 |
| Canadian Pacific | 3,588,000 | 3,017,000 | 6,605,000 |
| Central African | 466,000 | 589,000 | 1,055,000 |
| Ceskoslovenski | N | N | N |
| Chicago | N | N | N |
| Civil Air Transport | 1,165,000 | 83,000 | 1,248,000 |
| Cruzeiro | 6,000 | 8,550,000 | 8,556,000 |
| Cubana | 705,000 | 762,000 | 1,467,000 |
| Cyprus | 349,000 | ..... | 349,000 |
| Delta | 821,000[1] | 15,245,000 | 16,066,000 |
| DETA | 8,000 | 217,000 | 225,000 |
| DTA | 11,000 | 167,000 | 178,000 |
| East African | 128,000 | 1,299,000 | 1,427,000 |
| Eastern | 583,000 | 30,294,000 | 30,877,000 |
| El Al | 2,788,000 | ..... | 2,788,000 |
| Flugfelag | 397,000 | 285,000 | 682,000 |
| Garuda | 236,000 | 5,504,000 | 5,740,000 |
| Guest | 525,000 | ..... | 525,000 |
| Hunting-Clan | 3,333,000 | 435,000[4] | 3,768,000[2] |
| Iberia | 797,000 | 660,000 | 1,457,000 |
| Iraqi | 282,000 | 23,000 | 305,000 |
| Japan | 4,744,000 | 1,019,000 | 5,763,000 |
| Jugoslovenski | 4,744,000 | 1,019,000 | 5,763,000 |
| KLM | 57,706,000 | 157,000 | 57,863,000 |
| LAI | 2,778,000 | 912,000 | 3,690,000 |
| LAN | 334,000 | 1,735,000 | 2,069,000 |
| LAV | 5,100,000 | 1,265,000 | 6,365,000 |
| LOT | NA | NA | NA[12] |
| Lufthansa | 4,150,000 | 92,000 | 4,242,000 |
| Malayan | 9,000 | 1,661,000 | 1,670,000 |
| Middle East | 827,000 | ..... | 827,000 |
| Misrair | 1,152,000 | 102,000 | 1,254,000 |
| National | 548,000[1] | 8,307,000 | 8,855,000 |
| National Greek[6] | 235,000 | 662,000 | 897,000 |
| New York[10] | ..... | 31,000 | 31,000 |
| New Zealand | ..... | 3,714,000 | 3,714,000 |
| Northwest | 5,023,000 | 22,462,000 | 27,485,000 |
| Pakistan | 397,000 | 1,726,000 | 2,123,000 |
| Pan American | 99,976,000 | 18,171,000 | 118,147,000 |
| Panagra | 5,792,000 | ..... | 5,792,000 |
| Panair | 1,399,000 | 5,600,000 | 6,999,000 |
| Philippine | 91,000 | 2,706,000 | 2,797,000 |
| Queensland | 12,512,000 | 1,211,000 | 13,723,000 |
| Sabena | 8,978,000[7] | 14,092,000 | 23,070,000 |
| Scandinavian | 20,916,000 | 498,000 | 21,414,000 |
| Seaboard & Western | 11,239,000 | ..... | 11,239,000 |
| South African | 3,326,000 | 763,000 | 4,089,000 |
| Swissair | 11,484,000 | ..... | 11,484,000 |
| TAI | 1,601,000 | 4,255,000 | 5,856,000 |
| TAP | 165,000 | 367,000 | 532,000 |
| Tasman | 971,000 | ..... | 971,000 |
| Trans-Australia | ..... | 14,641,000 | 14,641,000 |
| Trans-Canada | 4,852,000[8] | 16,287,000 | 21,139,000 |
| Trans-World | 13,272,000 | 47,837,000 | 61,109,000 |
| Turkish | 12,000 | 328,000 | 340,000 |
| Union Aeromaritime | 2,570,000 | 6,730,000 | 9,300,000 |
| United | 86,000 | 92,549,000 | 92,635,000 |
| Varig | 691,000 | 16,317,000 | 17,008,000 |
| West African | 91,000 | 586,000 | 677,000[5] |
| TOTAL* | 406,000,000 | 587,000,000 | 993,000,000[13] |

* This represents increases over 1955 of 24.2% in international freight ton-kilometers flown and 11.2% domestic, for an average increase of 16.1%. It should be noted that several air carriers listed herein were not represented a year ago.

1—Domestic sectors of international flights excluded.
2—Small quantities of mail and excess baggage.
3—Domestic sectors of international flights and all operations to Canada excluded.
4—Colonial cabotage service included.
5—Excess baggage included.
6—Operations discontinued April, 1957. Route taken over by Olympic Airways.
7—Belgium-Congo operations excluded.
8—Canada-U. S. operations excluded.
9—Scheduled operations commenced April, 1956.
10—Helicopter airline.
11—London-Gibraltar cabotage services included. Operations over Cyprus Airways excluded.
12—Estimate included in total.
13—Estimates for Airwork and LOT included.
N—None.
NA—Not Available.

# NORTH ATLANTIC AIR

| | FLIGHTS | | | | CARGO AIRLIFTED | |
|---|---|---|---|---|---|---|
| | Scheduled Combination | Scheduled All-Cargo | All Types Charters | Total | Scheduled Combination | Scheduled All-Cargo |
| **EAST** | | | | | | |
| 1948[1] | 5,154 | 296 | 111 | 5,561 | 1,921 | 464 |
| 1949[2] | 5,304 | 306 | 66 | 5,676 | 2,304 | 489 |
| 1950[3] | 5,255 | 201 | 84 | 5,540 | 2,565 | 611 |
| 1951[4] | 5,322 | 204 | 119 | 5,645 | 3,085 | 791 |
| 1952 | 5,942 | 295 | 190 | 6,427 | 2,624 | 1,137 |
| 1953 | 7,007 | 346 | 111 | 7,464 | 2,747 | 853 |
| 1954[5] | 7,874 | 361 | 193 | 8,428 | 3,246 | 811 |
| 1955[6] | 9,055 | 568 | 273 | 9,896 | 3,978 | 1,399 |
| 1956[7] | 10,598 | 865 | 369 | 11,832 | 5,003 | 2,407 |
| **WEST** | | | | | | |
| 1948[1] | 5,036 | 285 | 284 | 5,605 | 1,019 | 413 |
| 1949[2] | 5,278 | 296 | 125 | 5,699 | 1,653 | 446 |
| 1950[3] | 5,309 | 177 | 55 | 5,541 | 2,629 | 427 |
| 1951[4] | 5,363 | 148 | 152 | 5,663 | 3,235 | 422 |
| 1952 | 6,050 | 219 | 192 | 6,461 | 3,566 | 879 |
| 1953 | 6,983 | 333 | 194 | 7,510 | 4,006 | 1,271 |
| 1954[5] | 7,800 | 301 | 350 | 8,451 | 4,722 | 1,147 |
| 1955[6] | 8,951 | 534 | 385 | 9,870 | 5,695 | 1,884 |
| 1956[7] | 10,517 | 872 | 478 | 11,867 | 7,401 | 3,693 |
| **BOTH** | | | | | | |
| 1948[1] | 10,190 | 581 | 395 | 11,166 | 2,940 | 877 |
| 1949[2] | 10,582 | 602 | 191 | 11,375 | 3,957 | 935 |
| 1950[3] | 10,564 | 378 | 139 | 11,081 | 5,194 | 1,041 |
| 1951[4] | 10,685 | 352 | 271 | 11,308 | 6,320 | 1,213 |
| 1952 | 11,992 | 514 | 382 | 12,888 | 6,190 | 2,016 |
| 1953 | 13,990 | 679 | 305 | 14,974 | 6,753 | 2,124 |
| 1954[5] | 15,674 | 662 | 543 | 16,879 | 7,968 | 1,958 |
| 1955[6] | 18,006 | 1,102 | 658 | 19,766 | 9,673 | 3,283 |
| 1956[7] | 21,115 | 1,737 | 847 | 23,699 | 12,404 | 6,100 |

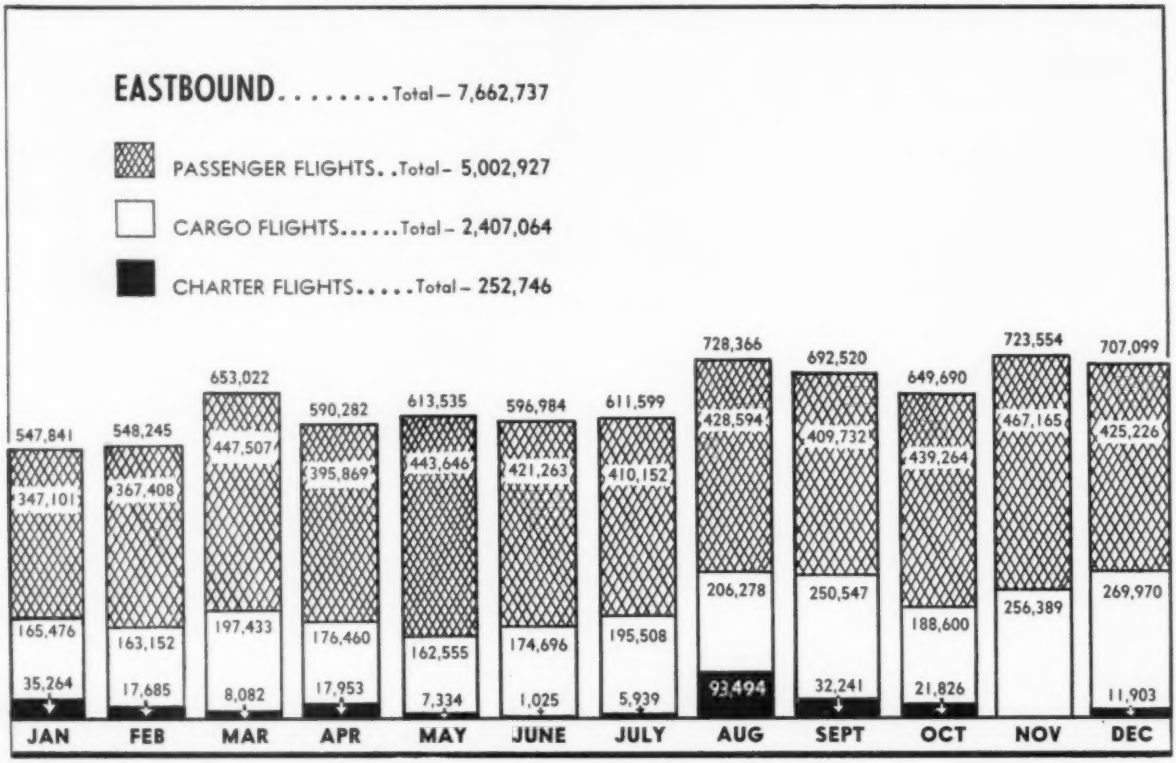
[1] *Airlines included are: Air France, American Overseas, BOAC, KLM, Pan American, Sabena, SAS, TCA, and TWA.*
[2] *American Overseas and Pan Am. amalgamated.*
[3] *Swissair added.*
[4] *El Al and LAI added.*
[5] *Iberia added.*
[6] *Airwork and Lufthansa added. Airwork ceased operations towards the end of the year.*
[7] *Canadian Pacific and Seaboard & Western added.*

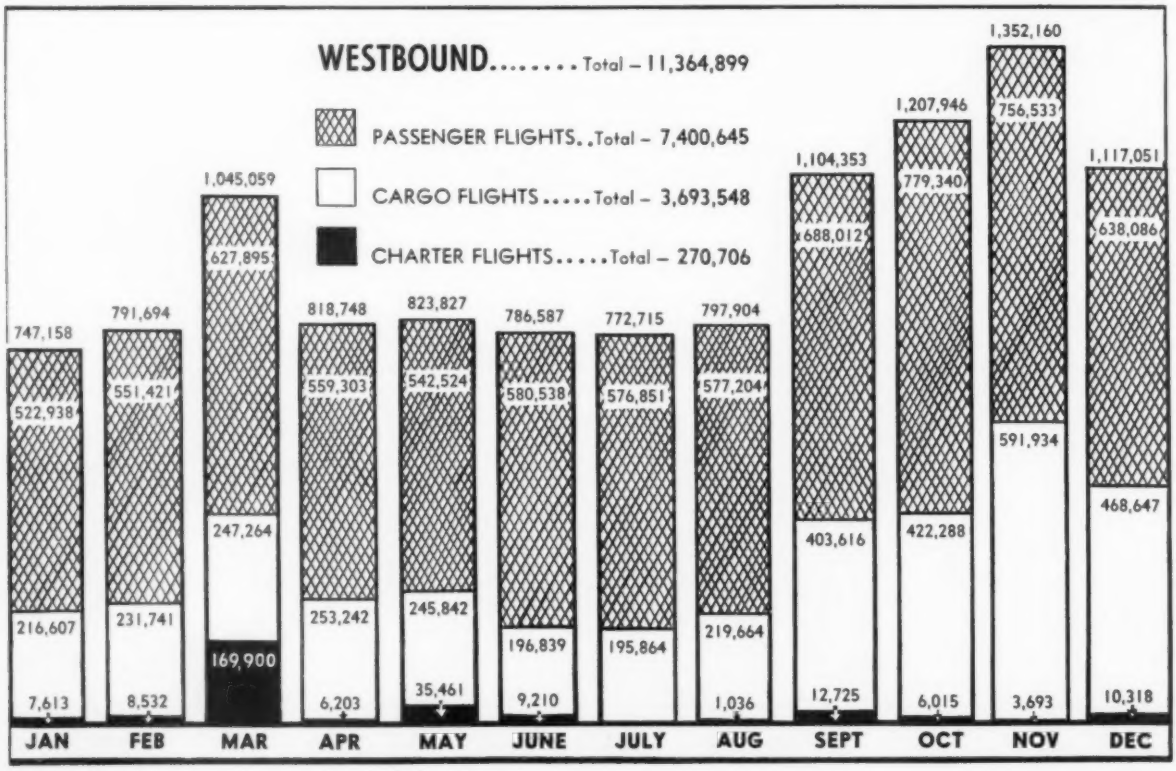
# CARGO TRAFFIC: 1948-1956

| (LONG TONS) | | AVERAGE WEIGHTS PER FLIGHT (PER LONG TON) | | | |
|---|---|---|---|---|---|
| Charter Cargo | Total | Scheduled Combination | Scheduled All-Cargo | Charter Flight | Total |
| **BOUND** | | | | | |
| 220 | 2,605 | 0.37 | 1.57 | 1.98 | 0.47 |
| 9 | 2,802 | 0.43 | 1.60 | 0.14 | 0.49 |
| 68 | 3,247 | 0.49 | 3.50 | 0.84 | 0.59 |
| 104 | 3,980 | 0.58 | 3.89 | 0.87 | 0.71 |
| 221 | 3,982 | 0.44 | 3.85 | 1.16 | 0.62 |
| 30 | 3,630 | 0.39 | 2.47 | 0.27 | 0.49 |
| 54 | 4,111 | 0.41 | 2.25 | 0.28 | 0.49 |
| 97 | 5,474 | 0.44 | 2.46 | 0.36 | 0.55 |
| 253 | 7,663 | 0.47 | 2.78 | 0.69 | 0.65 |
| **BOUND** | | | | | |
| 39 | 1,471 | 0.22 | 1.45 | 0.10 | 0.26 |
| 10 | 2,109 | 0.31 | 1.51 | 0.08 | 0.37 |
| 25 | 3,081 | 0.50 | 2.41 | 0.45 | 0.56 |
| 46 | 3,703 | 0.60 | 2.85 | 0.30 | 0.65 |
| 164 | 4,609 | 0.59 | 4.01 | 0.85 | 0.71 |
| 47 | 5,324 | 0.57 | 3.82 | 0.24 | 0.71 |
| 78 | 5,949 | 0.61 | 3.81 | 0.22 | 0.70 |
| 127 | 7,706 | 0.64 | 3.53 | 0.33 | 0.78 |
| 271 | 11,365 | 0.73 | 4.24 | 0.57 | 0.96 |
| **DIRECTIONS** | | | | | |
| 259 | 4,076 | 0.29 | 1.51 | 0.66 | 0.36 |
| 19 | 4,911 | 0.37 | 1.55 | 0.10 | 0.43 |
| 93 | 6,328 | 0.49 | 2.75 | 0.67 | 0.57 |
| 150 | 7,683 | 0.59 | 3.44 | 0.55 | 0.68 |
| 385 | 8,591 | 0.52 | 3.92 | 1.01 | 0.67 |
| 77 | 8,954 | 0.48 | 3.13 | 0.25 | 0.60 |
| 132 | 10,058 | 0.51 | 2.96 | 0.24 | 0.60 |
| 224 | 13,180 | 0.54 | 2.98 | 0.34 | 0.67 |
| 524 | 19,028 | 0.59 | 3.51 | 0.62 | 0.80 |

# MONTHLY TWO-WAY FLOW OF NORTH ATLANTIC CARGO TRAFFIC IN 1956

( IN KILOS )




Note: *These statistics cover the operations of IATA airlines only.*

# IATA
## MEMBER AIRLINES

**ALGERIA:** Air Algerie.
**ARGENTINA:** Aerolineas Argentinas.
**AUSTRALIA:** *Australian National Airways, Pty.
Qantas Empire Airways Ltd.
*Trans-Australia Airlines.
**BELGIUM:** Société Anonyme Belge D'Exploitation de la Navigation Aerienne (Sabena).
**BRAZIL:** Empresa de Viacao Aerea Rio Grandense (Varig).
Panair do Brasil, S. A.
Servicos Aereos Cruzeiro do Sul, Limitada.
**CANADA:** Canadian Pacific Air Lines, Ltd.
Trans-Canada Air Lines.
**CEYLON:** Air Ceylon Limited.
**CHILE:** Linea Aerea Nacional (Lanchile).
**COLOMBIA:** Aerovias Nacionales de Colombia (Avianca).
**CUBA:** Compania Cubana de Aviacion, S. A.
**CYPRUS:** Cyprus Airways Limited.
**CZECHOSLOVAKIA:** Ceskoslovenske Aerolinie, N. P.
**EGYPT:** Misrair, S.A.E.
**EIRE:** Aer Lingus Teoranta.
**FINLAND:** Aero O/Y (Finnair).
**FRANCE:** Air France.
Compagnie de Transports Aeriens Intercontinentaux (TAI).
Union Aeromaritime de Transport (UAT).
**GERMANY:** Deutsche Lufthansa.
**GREECE:** Olympic Airlines, S.A.
**HOLLAND:** KLM Royal Dutch Airlines.
**ICELAND:** Flugfelag Islands, H. F. (Iceland Airways, Ltd.).
**INDIA:** Air India International.
**INDONESIA:** Garuda Indonesian Airways, N. V.
**IRAN:** Iranian Airways
**IRAQ:** Iraqi Airways.
**ISRAEL:** El Al Israel Airways, Ltd.
**ITALY:** Aerolinee Italiane Internazionali (Alitalia).
**JAPAN:** Japan Air Lines Co., S.A.
**JUGOSLAVIA:** Jugoslovenski Aerotransport (JAT).
**KENYA:** East African Airways Corp.
**LEBANON:** Air Liban.
Middle East Airlines Co., S.A.
**MALAYA:** Malayan Airways Limited.
**MEXICO:** *Aeronaves de Mexico
Guest Aerovias Mexico, S.A.
**MOZAMBIQUE:** Divisao de Exploracao dos Transportes Aereos "DETA."
**NEW ZEALAND:** *New Zealand National Airways Corp.
Tasman Empire Airways, Ltd.
**NIGERIA:** West African Airways Corp.
**PAKISTAN:** Pakistan International Airlines.
**PHILIPPINE ISLANDS:** Philippine Air Lines, Inc.
**POLAND:** Polish State Airlines (LOT).
**PORTUGAL:** Transportes Aereos Portugueses, S.A.R.L.
**PORTUGUESE WEST AFRICA:** Divisao de Exploracao dos Transportes Aereos "DTA."
**SOUTHERN RHODESIA:** Central African Airways Corp.
**SPAIN:** Aviacion y Comercio, S.A. (Aviaco).
Iberia, Compania Mercantil Anonima de Lineas Aereas Espanolas.
**SWEDEN:** Scandinavian Airlines System.
**SWITZERLAND:** Swiss Air Transport Co., Ltd.
**TAIWAN:** Civil Air Transport (CAT).

*(Concluded on Page 74)*

# HOW IATA AIRLINES RANKED IN THE CARRIAGE OF AIR FREIGHT AT THE BEGINNING OF 1957‡

**NOTE: Parenthesized figures indicate ranking of air carrier one year ago.**

*International*

1. Pan American (1)
2. KLM (2)
3. BOAC (3)
4. Air France (4)
5. Scandinavian (5)
6. TWA (6)
7. Qantas (7)
8. Swissair (9)
9. Seaboard & Western[1] (*)
10. BEA (8)
11. Sabena (10)
12. Air India (11)
13. Panagra (16)
14. LAV (13)
15. Northwest (14)
16. American (17)
17. Trans-Canada (15)
18. Japan (18)
19. Lufthansa (33)
20. Canadian Pacific (25)
21. Hunting-Clan (*)
22. South African (21)
23. El Al (22)
24. LAI (24)
25. Union Aeromaritime (20)
26. Avianca (19)
27. Argentinas (30)
28. Alitalia (26)
29. Aer Lingus (27)
30. TAI (23)
31. Panair (28)
32. Braniff (29)
33. Air Liban (31)
34. Civil Air Transport (*)
35. Misrair (37)
36. Air Ceylon (56)
37. Tasman (35)
38. Aero O/Y (40)
39. Middle East (39)
40. Delta (32)
41. Iberia (38)
42. {Cubana (36)
{Varig (**)
43. Eastern (**)
44. Guest (41)
45. National (34)
46. Central African (44)
47. Czech (*)
48. {Pakistan (45)
{Flugfelag (47)
49. Cyprus (43)
50. LAN (53)
51. Jugoslovenski (48)
52. Iraqi (50)
53. Garuda (51)
54. National Greek[2] (49)
55. TAP (46)
56. Air Vietnam (52)
57. East African (55)
58. {Philippine (54)
{West African (58)
59. United (57)
60. Air Algerie (59)
61. Turkish (*)
62. DTA (62)
63. Malayan (60)
64. DETA (63)
65. Cruzeiro (63)
66. Aviacion y Comercio (65)

*Domestic*

1. American (1)
2. United (2)
3. TWA (3)
4. Air France (4)
5. {Australian National (5)
{Eastern (7)
6. Avianca (6)
7. Northwest (8)
8. Pan American (9)
9. Varig (**)
10. Trans-Canada (11)
11. Delta (12)
12. Trans-Australia (10)
13. Sabena (13)
14. Cruzeiro (14)
15. National (15)
16. Braniff (17)
17. Union Aeromaritime (59)
18. Panair (19)
19. Garuda (18)
20. TAI (20)
21. New Zealand (21)
22. Canadian Pacific (22)
23. Air Algerie (26)
24. Philippine (23)
25. Argentinas (27)
26. LAN (30)
27. Pakistan (**)
28. Malayan (25)
29. BEA (32)
30. Air Vietnam (24)
31. East African (28)
32. LAV (31)
33. Qantas (33)
34. Japan (38)
35. LAI (34)
36. South African (39)
37. Cubana (36)
38. National Greek (37)
39. Iberia (40)
40. Central African (35)
41. West African (43)
42. Scandinavian (41)
43. Hunting-Clan (*)
44. TAP (58)
45. Air India (**)
46. Turkish (*)
47. Aviacion y Comercio (**)
48. Aero O/Y (45)
49. Flugfelag (44)
50. Czech (*)
51. DETA (46)
52. Alitalia (48)
53. DTA (49)
54. KLM (51)
55. Air Ceylon (53)
56. Misrair (42)
57. Lufthansa (56)
58. Civil Air Transport (*)
59. Jugoslovenski (52)
60. New York (54)
61. Iraqi (57)
62. Aer Lingus (55)

*Total Services*

1. American (1)
2. Pan American (2)
3. United (3)
4. TWA (4)
5. KLM (5)
6. Air France (6)
7. BOAC (7)
8. Avianca (8)
9. Eastern (12)
10. Australian National (9)
11. Northwest (10)
12. Sabena (11)
13. Scandinavian (13)
14. Trans-Canada (14)
15. Varig (16)
16. Delta (17)
17. Trans-Australia (15)
18. Qantas (18)
19. BEA (19)
20. Swissair (21)
21. Seaboard & Western (*)
22. Braniff (22)
23. Union Aeromaritime (20)
24. National (23)
25. Cruzeiro (24)
26. Air India (30)
27. Panair (26)
28. Canadian Pacific (28)
29. LAV (27)
30. TAI (25)
31. Panagra (32)
32. Japan (34)
33. Garuda (29)
34. Lufthansa (53)
35. Argentinas (38)
36. South African (35)
37. Hunting-Clan (*)
38. New Zealand (33)
39. LAI (36)
40. Air Algerie (42)
41. Philippine (37)
42. El Al (39)
43. Alitalia (40)
44. Pakistan (44)
45. LAN (48)
46. Air Liban (50)
47. Aer Lingus (45)
48. Malayan (43)
49. Air Vietnam (41)
50. Cubana (47)
51. Iberia (49)
52. East African (46)
53. Air Ceylon (70)
54. Misrair (51)
55. Civil Air Transport (*)
56. Aero O/Y (56)
57. Central African (52)
58. Tasman (55)
59. National Greek (54)
60. Middle East (58)
61. Flugfelag (62)
62. West African (63)
63. Czech (*)
64. TAP (65)
65. Iraqi (68)
66. Aviacion y Comercio (66)
67. DETA (67)
68. DTA (69)
69. New York (**)

[1] *Scheduled operations commenced April, 1956.*
[2] *Operations discontinued April, 1956. Route taken over by Olympic Airways.*
* *Not listed in this column in last edition.*
** *Not listed in last edition.*
‡ *Based on ton-kilometers flown. Airwork and LOT are unreported.*

## DOMESTIC AIRLINES AND INTERNATIONAL AIRLINES SERVING THE UNITED STATES

| ↑ INTERNATIONAL AIR CARRIERS ↓ / DOMESTIC AIR CARRIERS → | AAXICO | ALLEGHENY | AMERICAN | BONANZA | BRANIFF | CAPITAL | CENTRAL | CONTINENTAL | DELTA | EASTERN | FLYING TIGER | FRONTIER | MOHAWK | NATIONAL | NEW YORK | NORTHEAST | NORTHWEST | OZARK | PIEDMONT | RIDDLE | SLICK | SOUTHERN | SOUTHWEST | TWA | TRANS-TEXAS | UNITED | WEST COAST | WESTERN |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ASA | | | | | X | | | | | X | | | | X | | | | | | X | | | | | | | | |
| AIR FRANCE | X | | X | | X | X | X | X | X | X | X | X | | X | X | X | X | | X | X | X | | X | X | | X | X | X |
| ALITALIA | | | X | | X | X | | | X | X | X | | | X | X | X | X | | | X | | | | X | | X | | |
| AMERICAN | X | X | | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X |
| ARGENTINE | | | X | | X | | | | | X | | | | X | | | X | | | X | | | | X | | X | | X |
| AVENSA | | | | | | | | | X | X | | X | | | | | | | | X | | | | | | X | | |
| AVIANCA | | | X | X | X | X | | X | X | X | X | X | | X | X | | X | | X | X | | X | | X | | X | X | X |
| BOAC | X | | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | | X | X | X | X | X | X | | X | X | X |
| BRANIFF | X | X | X | X | | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X |
| CANADIAN PACIFIC | | | X | | X | | | | X | X | X | X | | X | | | X | | | X | | | | X | | X | | X |
| CINTA | | | | | X | | | | X | X | | | | X | | | X | | | X | | | | | | | | |
| CUBANA | | | X | | X | | | | | X | | X | | X | | | X | | | | | | | X | | X | | X |
| DELTA | X | | X | | X | X | X | | | X | X | X | | X | | | X | | | X | X | | | X | | X | | X |
| EASTERN | X | X | X | X | | X | X | X | X | | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X |
| EL AL | | X | X | X | X | X | X | | X | X | X | X | | X | X | | | | X | X | X | X | X | X | X | X | | X |
| GUEST | | X | X | | X | | | | X | X | X | X | | X | | | X | | | X | | | X | X | X | X | X | X |
| IBERIA | | | X | | X | X | | | X | X | | | | X | X | X | X | | | X | | | | X | | X | | |
| ICELANDIC | | | X | | | | | | | X | | | | | | | | | | | | | | X | | X | | |
| JAPAN | | | X | X | X | X | X | X | X | X | X | X | | X | X | | X | | X | X | X | | X | X | | X | | X |
| KLM | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X |
| LACSA | | | X | X | X | X | X | X | X | X | | X | | X | | X | X | X | | X | | | | X | X | X | | |
| LAV | | | X | | X | X | | | X | X | X | | | X | X | X | X | | | X | | | | X | | X | | X |
| LUFTHANSA | X | | X | | X | X | X | | X | X | X | | X | X | X | | X | | | X | | | | X | | X | | |
| MEXICANA | | | | | X | | | | | | | | | X | | | X | | | X | X | | | X | | | X | |
| NATIONAL | X | | X | | X | X | | X | X | X | X | X | X | | | | X | | | X | X | | | X | | X | X | X |
| NORTHEAST | X | | | | | | | | | | | | | | | | | | | X | | | | | | X | | X |
| NORTHWEST | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | | X | X | X | X | | X | X | X | X | X | X |
| PAN AMERICAN | X | | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | | X | X | X | X | X | X |
| PANAGRA | X | | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | | X | X | X | X | X | X |
| QUANTAS | | | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | | X | X | X | X | X | X | | X | X | X |
| RANSA | | | X | | | | | | X | X | X | | | X | | | | | | X | X | | | X | | | | |
| REAL | | | X | | X | | | | X | X | X | | | | X | | | | X | X | | | X | X | X | X | | |
| SAS | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X |
| SABENA | X | X | X | | X | X | | | X | X | X | | X | X | | X | X | | | X | X | | | X | | X | | X |
| SEABOARD & WESTERN | X | X | X | | X | X | X | X | X | X | X | | X | X | | X | X | | X | X | X | | | X | | X | | X |
| SWISSAIR | | | X | | X | X | | | X | X | X | X | | X | X | X | X | | | X | X | | | X | | X | | X |
| TACA | X | X | X | | X | X | X | X | X | X | X | X | | X | | X | | | | X | | X | | X | | X | X | X |
| TAN | | | X | | | X | | X | | X | X | X | | X | | X | | | | X | | | | | | X | | |
| TWA | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | | X | X | X | X |
| TRANS-CANADA | X | X | X | X | X | X | X | X | X | X | | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X |
| TRANSOCEAN | | | | | | | | | | | | | | | | | | | | | X | | | | | X | | |
| UMCA | | X | X | | | | | | X | X | | X | | X | | | X | | | X | X | | | X | | X | | |
| UNITED | | | X | | X | X | X | X | X | X | X | X | X | X | X | X | X | | | X | X | | | X | | X | | |
| VARIG | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | | X | X |
| WESTERN | | | | | | | | | | | | X | | | | | | | | X | X | | X | | | | X | |

# CARGO AGREEMENTS

## U. S. TERRITORIAL AIRLINES AND U. S. & FOREIGN AIRLINES

| TERRITORIAL AIR CARRIERS | | | | | | | | | | OTHER AIR CARRIERS |
|---|---|---|---|---|---|---|---|---|---|---|
| ALASKA[1] | ALASKA COASTAL[1] | CORDOVA[1] | ELLIS[1] | HAWAIIAN[2] | NORTHERN CONSOLIDATED[1] | PACIFIC NORTHERN[1] | TRANS-PACIFIC[2] | WIEN ALASKA[1] | CARIBBEAN-ATLANTIC[3] | |
| | | | | | | | X | | | ALASKA |
| | | | | | | | X | | | ALLEGHENY |
| | | X | | | | | X | | | AMERICAN |
| | | | | | | | | | | ARGENTINE |
| | | | | | | | X | | | BONANZA |
| X | | X | X | | | | | | X | BRANIFF |
| X | | | | | | | X | | | CAPITAL |
| | | | | | | | X | | | CONTINENTAL |
| | | X | | | | | | | | CUBANA |
| | | | X | | | | | | | DELTA |
| X | X | X | X | X | X | X | X | X | X | EASTERN |
| | | | X | | | | X | | | FRONTIER |
| | | | | X | | | X | | | JAPAN |
| X | X | X | X | X | | X | | X | | LACSA |
| | | | | | | | X | | | NATIONAL |
| | | | | | | | X | | | NORTH CENTRAL |
| | | | | | | | X | | | NORTHERN CONSOLIDATED |
| | | | | | | | X | | | NORTHEAST |
| X | X | X | X | X | | X | | X | | NORTHWEST |
| | | | | | | | X | | | PACIFIC NORTHERN |
| | | | | X | | | X | | | PAN AMERICAN |
| | | | | | | | X | | | PIEDMONT |
| | | | | | | | | | | RIDDLE |
| | | X | X | | | X | X | | | SAS |
| | | | | | | X | | | | SEABOARD & WESTERN |
| | | | | | | | | | | SLICK |
| | | | | | | | X | | | SOUTHERN |
| | | | | | | | X | | | SOUTHWEST |
| | X | | X | X | X | X | | X | | TRANS-CANADA |
| | | | | | | | X | | | TRANSOCEAN |
| X | | | | | X | X | | X | | TRANS-PACIFIC |
| X | X | X | X | X | X | X | X | X | X | TWA |
| X | X | X | X | X | X | X | X | X | X | UNITED |
| | | | | | | | X | | | WEST COAST |
| | | | | | | | X | | | WESTERN |
| | X | X | X | X | X | X | | X | X | AIR FRANCE |

[1] *Alaskan carrier.*
[2] *Hawaiian carrier.*
[3] *Puerto Rican carrier.*

## U. S. AIRLINES AND FOREIGN AIRLINES NOT SERVING U. S.

| FOREIGN AIR CARRIERS ↓ / U. S. AIR CARRIERS → | AMERICAN | BRANIFF | DELTA | EASTERN | FRONTIER | NORTHWEST | PAN AMERICAN | PANAGRA | RIDDLE | SEABOARD & WESTERN | SLICK | TWA | UNITED |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ADEN | | | | | | | | | | | | X | X |
| AER LINGUS | X | X | X | X | X | X | X | X | | X | | X | X |
| AER O'Y | | | X | X | X | X | X | X | X | | | X | X |
| AERO TRANSPORTES | | X | | | | X | X | X | | X | | X | X |
| AEROFLOT | | | | | | | X | X | | | | | |
| AIR ALGERIE | | X | | | | X | X | X | | X | | X | X |
| AIR CEYLON | | X | | X | | X | X | X | | | | X | X |
| AIR JORDAN | | X | | X | X | X | X | X | | | | X | X |
| AIR LIBAN | | | X | X | | X | X | X | X | | | X | X |
| AIR MAROC | | | | X | | X | X | X | | | | X | X |
| AIR VIETNAM | | | | X | | X | X | X | | | | X | X |
| AIRWORK | X | X | X | | X | X | X | X | X | X | | X | X |
| AQUILA | | | | | | | X | X | | | | X | X |
| ARAB | X | X | | X | | X | X | X | | X | | X | |
| ARIANA | | | | | | | X | X | | | | | X |
| AUSTRALIAN NATIONAL | | | | X | | X | X | X | | | | X | X |
| AVIACIO | | | | X | | X | X | X | | | | X | X |
| BEA | X | X | X | X | | X | X | X | | X | X | X | X |
| BKS | | X | | | | | | | | | | | X |
| BWIA | X | X | | X | | X | X | X | X | | X | X | X |
| BAHAMAS | | X | | X | | X | X | X | | | | X | X |
| BRAATHENS | | | | X | | | X | X | | X | | X | X |
| CAT | X | X | X | X | X | X | X | X | | X | X | X | X |
| COPA | X | | | | | | X | X | | | | | X |
| CAMBRIAN | | | | X | | | | | | | | X | X |
| CATHAY | X | X | | X | | X | X | X | | | | | X |
| CENTRAL AFRICAN | | X | | X | | X | X | X | | | | X | X |
| CESKOSLOVENSKE | | | | X | | X | X | X | | X | | X | X |
| CRUZEIRO | | X | | X | | X | X | X | | | | | X |
| CYPRUS | X | X | | X | | X | X | X | | X | | X | X |
| DETA | | | | X | | X | X | X | | X | | X | |
| DTA | | | | X | | | X | X | | X | | X | |
| DOMINICANA | X | X | | X | | X | X | X | X | | X | X | X |
| EAGLE | | | | X | | X | X | X | X | | | X | X |
| EAST AFRICAN | X | X | X | X | | X | X | X | | X | | X | X |
| ETHIOPIAN | | X | | X | | X | X | X | | X | | X | X |
| FLUGFELAG | X | | | X | | X | X | X | | X | | X | X |
| GARUDA | X | | | X | | X | X | X | | | | X | X |
| GIBRALTAR | | | | | | | | | | | | X | X |
| HONG KONG | | | | | | X | X | X | | X | | X | X |
| HUNTING-CLAN | X | X | X | X | X | X | X | X | X | X | X | X | X |
| INDIAN | | X | X | X | X | X | X | X | X | | X | X | X |
| IRANIAN | X | X | | X | | X | X | X | | X | | | X |
| IRAQUI | | X | | X | | X | X | X | | X | | X | X |
| JERSEY | | | X | X | X | X | X | X | | | | X | |
| JUGOSLOVENSKI | | | | X | | | X | X | | X | | X | |
| KOREAN | | | | | | X | X | X | | | | X | X |
| KUWAIT | | | | | | | X | X | | X | | X | |
| LLOYD | | | | X | | | X | X | | | | X | X |
| MARITIME CENTRAL | | | | X | | | X | X | | | | X | X |
| MALAYAN | | | | | | | X | X | | | | X | X |
| MIDDLE EAST | X | | X | X | X | X | X | X | X | X | X | X | X |
| MISRAIR | | | | X | | | X | X | | X | | X | X |
| MORTON | | | | X | | X | X | X | | | | | |
| NEW ZEALAND | | X | | X | | X | X | X | | | | X | X |
| OLLEY | | | | X | | X | | | | | | X | |
| OLYMPIC | | | | | | | X | X | | X | | | X |
| PAKISTAN | | | | X | | X | X | X | | X | | X | X |
| PANAIR | | | | X | | X | X | X | | | | X | X |
| PHILIPPINE | X | | X | | | X | X | X | | | | X | X |
| PLUNA | | X | | | | | | | | | | | |
| RAS | | | | X | | | | | | X | | | |
| SAHSA | X | X | | X | | X | X | X | | | | X | X |
| SAVDI ARABIAN | | | | | | | X | X | | | | X | |
| SOUTH AFRICAN | X | X | X | X | X | X | X | X | | X | X | X | X |
| SYRIAN | | | | | | | X | X | | | | | X |
| TAI | | | | X | | X | X | X | | X | | X | X |
| TAP | | | | X | | X | X | X | | X | | X | X |
| TASMAN | X | X | X | X | X | X | X | X | X | | | X | X |
| THAI | X | | | | | X | X | X | | | | X | X |
| TRANS-AUSTRALIA | X | | X | X | | X | X | X | X | X | X | X | X |
| TUNIS | | | | | | X | X | X | | | | X | |
| TURK | | | | | | | X | X | | | | | |
| UAT | | X | | X | | X | X | X | | X | X | X | X |
| UBA | | | | X | | X | X | X | | X | | X | X |
| WEST AFRICAN | X | X | | X | X | X | X | X | | | | X | X |

# INTERNATIONAL AIR MAIL AND AIR PARCEL POST RATES

| COUNTRY<br>Air Letter Sheets—10 cents each to all countries. Air Mail Post Cards (Single)—10 cents each to all countries except Canada (4¢), Cuba (8¢), Mexico (4¢), and St. Pierre and Miquelon (8¢). | Air mail letters and letter packages. Per ½ oz. | Other Articles[1] (prints, samples, small packets etc.) First 2 oz. or fraction | Other Articles[1] (prints, samples, small packets etc.) Addl. 2 oz. or fraction | Air Parcel Post First 4 oz. or fraction | Air Parcel Post Addl. 4 oz. or fraction | Air Parcel Post Max. wt., lb. |
|---|---|---|---|---|---|---|
| | *Cents* | | | | | |
| Aden | 25 | $0.60 | $0.40 | $1.50 | $0.75 | 22 |
| Afghanistan | 25 | .... | .... | .... | .... | .... |
| Albania | 15 | .46 | .25 | .... | .... | .... |
| Algeria | 15 | .48 | .28 | .... | .... | .... |
| Andorra (Rep.) | 15 | .45 | .25 | .... | .... | .... |
| Anglo-Egyptian Sudan | 25 | (2) | .... | .... | .... | .... |
| Angola | 25 | [2].63 | .43 | 1.45 | 0.83 | 22 |
| Anguilla | 10 | .33 | .13 | .50 | .20 | 22 |
| Antigua | 10 | .33 | .13 | .50 | .20 | 22 |
| Argentina | 10 | .58 | .38 | 1.51 | .76 | 44 |
| Aruba | 10 | .38 | .18 | .72 | .36 | 44 |
| Ascension Island | 15 | .42 | .21 | .... | .... | .... |
| Australia | 25 | .84 | .63 | 1.62 | 1.27 | 11 |
| Austria | 15 | .45 | .24 | 1.05 | .49 | 22 |
| Azores | 15 | [2].41 | .20 | .71 | .44 | 11 |
| Bahamas | 10 | .28 | .07 | .83 | .14 | 22 |
| Barbados | 10 | .38 | .17 | .65 | .35 | 22 |
| Barbuda | 10 | .33 | .13 | .50 | .20 | 22 |
| Bechuanaland Protectorate | 25 | [2].68 | .47 | 1.31 | .94 | 11 |
| Belgian Congo | 25 | .59 | .38 | 1.38 | .79 | 44 |
| Belgium | 15 | .42 | .21 | .98 | .43 | 44 |
| Bermuda | 10 | .27 | .06 | .76 | .13 | 22 |
| Bolivia | [3] 10 | .40 | .20 | 1.08 | .40 | 44 |
| Bonaire | 10 | .38 | .18 | .72 | .36 | 44 |
| Brazil | [4] 10 | .55 | .35 | 1.48 | .64 | [4] 44 |
| British Guiana | 10 | .40 | .19 | 1.07 | .39 | 22 |
| British Honduras | 10 | .30 | .10 | .80 | .20 | 22 |
| British Somaliland | 25 | .... | .... | .... | .... | .... |
| British Virgin Islands | 10 | .33 | .13 | .50 | .20 | 22 |
| Brunei | 25 | 1.00 | .80 | .... | .... | .... |
| Bulgaria | 15 | .46 | .25 | .... | .... | .... |
| Burma | 25 | [2].90 | .70 | .... | .... | .... |
| Cambodia | 25 | .92 | .72 | .... | .... | .... |
| Cameroons, British & French | 25 | .62 | .42 | .... | .... | .... |
| Canada (per oz.) | 6 | (2) | .... | .... | .... | .... |
| Cape Verde Islands | 25 | .49 | .28 | .... | .... | .... |
| Ceylon | 25 | .69 | .49 | 1.75 | 1.00 | 22 |
| Chile | 10 | [2].48 | .28 | 1.31 | .56 | 22 |
| China | [3] 25 | [2].65 | .45 | .... | .... | .... |
| Colombia | [3] 10 | [2].39 | .19 | 1.21 | .40 | 44 |
| Corsica | 15 | .42 | .21 | .... | .... | .... |
| Costa Rica | 10 | .34 | .14 | .79 | .29 | 44 |
| Cuba | 10 | [2].28 | .07 | [5] 1.10 | .15 | 22 |
| Curacao | 10 | .38 | .18 | .72 | .36 | 44 |
| Cyprus | 25 | .50 | .30 | 1.30 | .60 | 22 |

| COUNTRY<br>Air Letter Sheets—10 cents each to all countries. Air Mail Post Cards (Single)—10 cents each to all countries except Canada (4¢), Cuba (8¢), Mexico (4¢), and St. Pierre and Miquelon (8¢). | Air mail letters and letter packages. Per ½ oz. | Other Articles[1] (prints, samples, small packets etc.) First 2 oz. or fraction | Other Articles[1] (prints, samples, small packets etc.) Addl. 2 oz. or fraction | Air Parcel Post First 4 oz. or fraction | Air Parcel Post Addl. 4 oz. or fraction | Air Parcel Post Max. wt., lb. |
|---|---|---|---|---|---|---|
| | *Cents* | | | | | |
| Liechtenstein | 15 | $0.43 | $0.22 | $0.92 | $0.46 | 44 |
| Lithuania | [4] 15 | [2].52 | .31 | 1.66 | .63 | 22 |
| Luxembourg | 15 | .42 | .21 | .98 | .43 | 44 |
| Macao | 25 | .79 | .59 | .... | .... | .... |
| Madagascar | 25 | .66 | .45 | .... | .... | .... |
| Madeira Islands | [4] 15 | [2].44 | .24 | .75 | .50 | 22 |
| Malaya | 25 | .90 | .70 | 1.75 | 1.00 | 22 |
| Malta | 15 | .45 | .25 | 1.10 | .50 | 22 |
| Martinique | 10 | .35 | .15 | .65 | .25 | 11 |
| Mauritania | 25 | .53 | .33 | .... | .... | .... |
| Mauritius | 25 | .69 | .48 | .... | .... | .... |
| Mexico (per oz.) | 6 | .30 | .09 | .64 | .18 | 44 |
| Montserrat | 10 | .33 | .13 | .50 | .20 | 22 |
| Morocco, French Zone | 15 | .45 | .25 | 1.19 | .54 | 44 |
| Morocco, Spanish Zone, incl. Sp. Zone, Tangier | 15 | [2].45 | .25 | 1.19 | .54 | 11 |
| Morocco, Tangier, British & French offices | 15 | .45 | .25 | 1.19 | .54 | 44 |
| Nauru Island | 25 | .84 | .63 | .... | .... | .... |
| Netherlands | 15 | .42 | .21 | .89 | .44 | 44 |
| Netherlands New Guinea | 25 | .94 | .73 | .... | .... | .... |
| Netherlands West Indies | 10 | .38 | .18 | .72 | .36 | 44 |
| Nevis | 10 | .33 | .13 | .50 | .20 | 22 |
| New Caledonia | 25 | .89 | .68 | .... | .... | .... |
| New Guinea | 25 | .94 | .73 | .... | .... | .... |
| New Hebrides | 25 | .84 | .63 | .... | .... | .... |
| New Zealand | 25 | .79 | .59 | 1.82 | 1.17 | 22 |
| Nicaragua | 10 | .35 | .14 | .80 | .29 | 44 |
| Niger | 25 | .53 | .33 | .... | .... | .... |
| Nigeria | 25 | .54 | .34 | 1.25 | .65 | [4] 22 |
| North Borneo | 25 | 1.00 | .80 | .... | .... | .... |
| Norway | 15 | .43 | .23 | 1.02 | .47 | 44 |
| Nyasaland Protectorate | 25 | .76 | .55 | .... | .... | .... |
| Pakistan | 25 | [2].63 | .43 | 1.63 | .84 | 22 |
| Palestine (Western Arab) | 25 | .53 | .32 | .... | .... | .... |
| Panama (Rep.) | 10 | [2].33 | .13 | .91 | .21 | 44 |
| Papua (British New Guinea) | 25 | .84 | .63 | .... | .... | .... |
| Paraguay | 10 | [2].50 | .30 | .... | .... | .... |
| Persian Gulf Ports | 25 | [2].60 | .40 | [4] 1.35 | .75 | 22 |
| Peru | [4] 10 | [2].45 | .25 | 1.23 | .37 | 44 |
| Philippines (Rep. of) | 25 | .81 | .60 | 1.81 | 1.26 | [4] 44 |
| Poland | 15 | .46 | .25 | 1.06 | .52 | 44 |
| Portugal | 15 | [2].41 | .20 | .71 | .44 | [4] 22 |
| Portuguese E. Africa (Mozambique) | 25 | [2].69 | .49 | 1.63 | 1.00 | 22 |

| | | | | | | |
|---|---|---|---|---|---|---|
| Czechoslovakia | 15 | .44 | .23 | .88 | .48 | 44 |
| Dahomey | 25 | .53 | .33 | .... | .... | .... |
| Denmark | 15 | .43 | .23 | .97 | .47 | 44 |
| Dominica | 10 | .... | .... | .... | .... | .... |
| Dominican Republic | 10 | .31 | .11 | .86 | .22 | 44 |
| Ecuador | [4] 10 | .36 | .16 | 1.24 | .33 | 44 |
| Egypt | 15 | [2] .52 | .31 | 1.35 | .64 | 22 |
| Eritrea | 25 | .58 | .37 | .... | .... | .... |
| Estonia | [4] 15 | [2] .52 | .31 | 1.66 | .63 | 22 |
| Ethiopia | 25 | .59 | .39 | .... | .... | .... |
| Falkland Islands | 10 | .58 | .38 | 1.26 | .76 | 22 |
| Faroe Islands | [4] 15 | .43 | .23 | .97 | .47 | 44 |
| Fiji Islands | 25 | .70 | .50 | 1.67 | 1.00 | 22 |
| Finland | 15 | [2] .46 | .25 | .88 | .51 | 44 |
| France, incl. Monaco & Saar | 15 | .42 | .21 | 1.22 | .44 | 44 |
| French Equatorial Africa | 25 | .65 | .45 | .... | .... | .... |
| French Guiana | 10 | .53 | .33 | .79 | .44 | 11 |
| French Guinea | 25 | .... | .... | .... | .... | .... |
| French India | 25 | .65 | .45 | 1.75 | .90 | 22 |
| French Oceania | 25 | .80 | .59 | .... | .... | .... |
| French Somaliland | 25 | .59 | .38 | .... | .... | .... |
| French Sudan | 25 | .53 | .33 | .... | .... | .... |
| French Togoland | 25 | .53 | .33 | .... | .... | .... |
| Gambia | 25 | .63 | .43 | .... | .... | .... |
| Germany | 15 | .43 | .22 | .95 | .45 | [4] 44 |
| Ghana | 25 | .52 | .31 | 1.18 | .64 | 22 |
| Gibraltar | 15 | .45 | .25 | .75 | .50 | 22 |
| Gilbert & Ellice Islands | 25 | .84 | .63 | .... | .... | .... |
| Great Britain and Northern Ireland | 15 | .41 | .20 | 1.00 | .41 | 22 |
| Greece, incl. Crete & Dodecanese Islands | 15 | .48 | .28 | 1.07 | .57 | 22 |
| Grenada & Grenadines | 10 | .... | .... | .... | .... | .... |
| Guadeloupe | 10 | .34 | .14 | .65 | .20 | 11 |
| Guatemala | [4] 10 | [2] .33 | .12 | 1.01 | .25 | 44 |
| Haiti | 10 | [2] .31 | .10 | .72 | .21 | 44 |
| Honduras (Rep.) | 10 | .34 | .14 | .78 | .28 | [4] 44 |
| Hong Kong | 25 | .90 | .70 | 1.74 | 1.39 | 22 |
| Hungary | 15 | .45 | .25 | .... | .... | .... |
| Iceland | 15 | [2] .37 | .16 | .89 | .33 | 44 |
| India | 25 | [2] .64 | .44 | 1.70 | .96 | 22 |
| Indonesia | 25 | .85 | .65 | .... | .... | 11 |
| Iran | 25 | .56 | .35 | 1.47 | .72 | 22 |
| Iraq | 25 | [2] .56 | .35 | 1.47 | .72 | 44 |
| Ireland (Eire) | 15 | [2] .39 | .18 | .97 | .37 | 15 |
| Israel, State of | 25 | .52 | .31 | 1.42 | .67 | 22 |
| Italy, incl. San Marino | [3] 15 | [2] .45 | .24 | 1.08 | .50 | 44 |
| Ivory Coast & Upper Volta | 25 | .53 | .33 | .... | .... | .... |
| Jamaica | 10 | .30 | .10 | .... | .... | .... |
| Japan | [3] 25 | .65 | .45 | 1.27 | .91 | 22 |
| Jordan | 25 | .53 | .32 | .... | .... | .... |
| Kenya | 25 | .65 | .45 | 1.35 | .85 | 11 |
| Korea | [4] 25 | .70 | .49 | 1.37 | 1.01 | 22 |
| Labuan | 25 | 1.00 | .80 | .... | .... | .... |
| Laos | 25 | .92 | .72 | .... | .... | .... |
| Latvia | [4] 15 | [2] .52 | .31 | 1.66 | .63 | 22 |
| Lebanon (Rep.) | 25 | .52 | .31 | 1.22 | .64 | [4] 44 |
| Leeward Islands (except Antigua) | 10 | .33 | .13 | .50 | .20 | 22 |
| Liberia | [4] 25 | .48 | .27 | .86 | .56 | 22 |
| Libya | 15 | .47 | .27 | .... | .... | .... |
| Portuguese Guinea | 25 | ([2]) | .... | .... | .... | .... |
| Portuguese India | 25 | [2] .65 | .45 | 1.83 | .88 | 11 |
| Portuguese Timor | 25 | 1.00 | .80 | .... | .... | .... |
| Portuguese West Africa (except Angola) | 25 | .63 | .43 | .... | .... | .... |
| Reunion Island | 25 | .68 | .47 | .... | .... | .... |
| Rhodesia, Northern & Southern | 25 | .76 | .55 | .... | .... | .... |
| Rumania | [3] 15 | .45 | .25 | .... | .... | .... |
| Ryukyu Islands | [3] 25 | .65 | .45 | 1.27 | .91 | 22 |
| Saba | 10 | .38 | .18 | .72 | .36 | 44 |
| St. Christopher (St. Kitts) | 10 | .33 | .13 | .50 | .20 | 22 |
| St. Eustatius | 10 | .38 | .18 | .72 | .36 | 44 |
| St. Helena | 25 | .68 | .47 | 1.31 | .94 | 11 |
| St. Lucia | 10 | .... | .... | .... | .... | .... |
| St. Martin (Neth. part) | 10 | .38 | .18 | .72 | .36 | 44 |
| St. Pierre & Miquelon (per oz.) | 8 | .... | .... | .... | .... | .... |
| St. Vincent | 10 | .... | .... | .... | .... | .... |
| Salvador, El | [3] 10 | [4] .33 | .13 | 1.02 | .26 | 44 |
| Samoa, Western (British) | 25 | .73 | .53 | .... | .... | .... |
| Santa Cruz Islands | 25 | .84 | .63 | .... | .... | .... |
| Sarawak | 25 | .99 | .78 | .... | .... | .... |
| Saudi Arabia | [3] 25 | .60 | .40 | 1.60 | .80 | [4] 22 |
| Senegal | 25 | .44 | .23 | .90 | .50 | 44 |
| Seychelles | 25 | .74 | .54 | .... | .... | .... |
| Sierra Leone | 25 | .62 | .41 | .... | .... | .... |
| Solomon Islands | 25 | .84 | .63 | .... | .... | .... |
| Somalia | 25 | .62 | .42 | .... | .... | .... |
| South West Africa | 25 | .68 | .47 | 1.31 | .94 | 11 |
| Spain, incl. Canary & Balearic Islands & Spanish offices in N. Africa | 15 | [4] .45 | .25 | 1.25 | .50 | 11 |
| Spanish Guinea | [3] 25 | .61 | .40 | .... | .... | .... |
| Spanish West Africa | [3] 25 | .52 | .31 | .... | .... | .... |
| Surinam | 10 | .41 | .20 | .92 | .41 | 44 |
| Sweden | 15 | .45 | .24 | .85 | .49 | 44 |
| Switzerland | 15 | .43 | .22 | .92 | .46 | 44 |
| Syria | 25 | .52 | .31 | 1.22 | .64 | [4] 44 |
| Taiwan (Formosa) | [3] 25 | [2] .65 | .45 | 1.43 | 1.08 | 22 |
| Tanganyika | 25 | .65 | .45 | 1.35 | .85 | 11 |
| Thailand | 25 | .95 | .75 | 2.29 | 1.50 | 22 |
| Tibet | 25 | [2] .64 | .44 | 1.70 | .96 | 11 |
| Tonga (Friendly) Islands | 25 | .72 | .51 | .... | .... | .... |
| Trieste (Free Territory) | [4] 15 | [2] .45 | .24 | 1.08 | .50 | 22 |
| Trinidad & Tobago | 10 | .38 | .17 | 1.03 | .35 | 22 |
| Tristan da Cunha | 25 | .68 | .47 | 1.31 | .94 | 11 |
| Tunisia | 15 | .47 | .26 | 1.11 | .54 | 44 |
| Turkey | [4] 15 | [4] .49 | .28 | 1.15 | .57 | 44 |
| Turks Island | 10 | .30 | .10 | .... | .... | .... |
| Uganda | 25 | .65 | .45 | 1.35 | .85 | 11 |
| Union of South Africa | 25 | [2] .68 | .47 | 1.31 | .94 | 11 |
| Union of Soviet Socialist Reps. | [4] 15 | [2] .52 | .31 | 1.66 | .63 | 22 |
| Uruguay | [4] 10 | [2] .58 | .38 | 1.26 | .76 | 44 |
| Vatican City State | 15 | [2] .45 | .24 | 1.08 | .50 | 44 |
| Venezuela | [3] 10 | .38 | .18 | 1.27 | .36 | 44 |
| Viet-Nam | 25 | .92 | .72 | .... | .... | .... |
| Windward Islands | 10 | .38 | .17 | .... | .... | .... |
| Yemen | 25 | .59 | .38 | .... | .... | .... |
| Yugoslavia | [4] 15 | .43 | .22 | .87 | .52 | 44 |
| Zanzibar and Pemba | 25 | .65 | .45 | 1.35 | .85 | 11 |

1 When no special rate is shown in "Other articles" column the air mail letter rate to the country concerned applies.
2 Small packets not accepted.
3 Merchandise prohibited in letters or letter packages.
4 Restrictions apply. Consult Post Office.
5 Packages weighing 8 ounces or less may not be sent as parcel post.

## IATA AIRLINES

(Continued from Page 69)

**TURKEY:** Turkish Airlines, Inc.
**UNION OF SOUTH AFRICA:** South African Airways.
**UNITED KINGDOM:** *Airwork, Ltd.
British European Airways.
British Overseas Airways Corp.
Hunting-Clan Air Transport, Ltd.
**UNITED STATES:** American Airlines.
Braniff Airways, Inc.
*Chicago Helicopter Airways
Delta Air Lines, Inc.
Eastern Air Lines, Inc.
*Flying Tiger Line
National Airlines, Inc.
*New York Airways, Inc.
Northwest Airlines, Inc.
Pan American-Grace Airways, Inc.
Pan American World Airways, Inc.
Seaboard & Western Airlines, Inc.
Trans World Airlines, Inc.
United Air Lines.
**VENEZUELA:** Linea Aeropostal Venezolana.
**VIETNAM:** Air Vietnam.

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## DOMESTIC AIR PARCEL POST RATES

| Zone | First pound over 8 ounces Cents | Additional pounds Cents |
|---|---|---|
| 1, 2, and 3 | 60 | 48 |
| 4 | 65 | 50 |
| 5 | 70 | 56 |
| 6 | 75 | 64 |
| 7 | 75 | 72 |
| 8 | 80 | 80 |

| Weight | Zones 1, 2 & 3 | Zone 4 | Zone 5 | Zone 6 | Zone 7 | Zone 8 |
|---|---|---|---|---|---|---|
| Over 8 ounces to— | | | | | | |
| 1 pound | $0.60 | $0.65 | $0.70 | $0.75 | $0.75 | $0.80 |
| 2 pounds | 1.08 | 1.15 | 1.26 | 1.39 | 1.47 | 1.60 |
| 3 pounds | 1.56 | 1.65 | 1.82 | 2.03 | 2.19 | 2.40 |
| 4 pounds | 2.04 | 2.15 | 2.38 | 2.67 | 2.91 | 3.20 |
| 5 pounds | 2.52 | 2.65 | 2.94 | 3.31 | 3.63 | 4.00 |
| 6 pounds | 3.00 | 3.15 | 3.50 | 3.95 | 4.35 | 4.80 |
| 7 pounds | 3.48 | 3.65 | 4.06 | 4.59 | 5.07 | 5.60 |
| 8 pounds | 3.96 | 4.15 | 4.62 | 5.23 | 5.79 | 6.40 |
| 9 pounds | 4.44 | 4.65 | 5.18 | 5.87 | 6.51 | 7.20 |
| 10 pounds | 4.92 | 5.15 | 5.74 | 6.51 | 7.23 | 8.00 |
| 11 pounds | 5.40 | 5.65 | 6.30 | 7.15 | 7.95 | 8.80 |
| 12 pounds | 5.88 | 6.15 | 6.86 | 7.79 | 8.67 | 9.60 |
| 13 pounds | 6.36 | 6.65 | 7.42 | 8.43 | 9.39 | 10.40 |
| 14 pounds | 6.84 | 7.15 | 7.98 | 9.07 | 10.11 | 11.20 |
| 15 pounds | 7.32 | 7.65 | 8.54 | 9.71 | 10.83 | 12.00 |
| 16 pounds | 7.80 | 8.15 | 9.10 | 10.35 | 11.55 | 12.80 |
| 17 pounds | 8.28 | 8.65 | 9.66 | 10.99 | 12.27 | 13.60 |
| 18 pounds | 8.76 | 9.15 | 10.22 | 11.63 | 12.99 | 14.40 |
| 19 pounds | 9.24 | 9.65 | 10.78 | 12.27 | 13.71 | 15.20 |
| 20 pounds | 9.72 | 10.15 | 11.34 | 12.91 | 14.43 | 16.00 |
| 21 pounds | 10.20 | 10.65 | 11.90 | 13.55 | 15.15 | 16.80 |
| 22 pounds | 10.68 | 11.15 | 12.46 | 14.19 | 15.87 | 17.60 |
| 23 pounds | 11.16 | 11.65 | 13.02 | 14.83 | 16.59 | 18.40 |
| 24 pounds | 11.64 | 12.15 | 13.58 | 15.47 | 17.31 | 19.20 |
| 25 pounds | 12.12 | 12.65 | 14.14 | 16.11 | 18.03 | 20.00 |
| 26 pounds | 12.60 | 13.15 | 14.70 | 16.75 | 18.75 | 20.80 |
| 27 pounds | 13.08 | 13.65 | 15.26 | 17.39 | 19.47 | 21.60 |
| 28 pounds | 13.56 | 14.15 | 15.82 | 18.03 | 20.19 | 22.40 |
| 29 pounds | 14.04 | 14.65 | 16.38 | 18.67 | 20.91 | 23.20 |
| 30 pounds | 14.52 | 15.15 | 16.94 | 19.31 | 21.63 | 24.00 |
| 31 pounds | 15.00 | 15.65 | 17.50 | 19.95 | 22.35 | 24.80 |
| 32 pounds | 15.48 | 16.15 | 18.06 | 20.59 | 23.07 | 25.60 |
| 33 pounds | 15.96 | 16.65 | 18.62 | 21.23 | 23.79 | 26.40 |
| 34 pounds | 16.44 | 17.15 | 19.18 | 21.87 | 24.51 | 27.20 |
| 35 pounds | 16.92 | 17.65 | 19.74 | 22.51 | 25.23 | 28.00 |
| 36 pounds | 17.40 | 18.15 | 20.30 | 23.15 | 25.95 | 28.80 |
| 37 pounds | 17.88 | 18.65 | 20.86 | 23.79 | 26.67 | 29.60 |
| 38 pounds | 18.36 | 19.15 | 21.42 | 24.43 | 27.39 | 30.40 |
| 39 pounds | 18.84 | 19.65 | 21.98 | 25.07 | 28.11 | 31.20 |
| 40 pounds | 19.32 | 20.15 | 22.54 | 25.71 | 28.83 | 32.00 |
| 41 pounds | 19.80 | 20.65 | 23.10 | 26.35 | 29.55 | 32.80 |
| 42 pounds | 20.28 | 21.15 | 23.66 | 26.99 | 30.27 | 33.60 |
| 43 pounds | 20.76 | 21.65 | 24.22 | 27.63 | 30.99 | 34.40 |
| 44 pounds | 21.24 | 22.15 | 24.78 | 28.27 | 31.71 | 35.20 |
| 45 pounds | 21.72 | 22.65 | 25.34 | 28.91 | 32.43 | 36.00 |
| 46 pounds | 22.20 | 23.15 | 25.90 | 29.55 | 33.15 | 36.80 |
| 47 pounds | 22.68 | 23.65 | 26.46 | 30.19 | 33.87 | 37.60 |
| 48 pounds | 23.16 | 24.15 | 27.02 | 30.83 | 34.59 | 38.40 |
| 49 pounds | 23.64 | 24.65 | 27.58 | 31.47 | 35.31 | 39.20 |
| 50 pounds | 24.12 | 25.15 | 28.14 | 32.11 | 36.03 | 40.00 |
| 51 pounds | 24.60 | 25.65 | 28.70 | 32.75 | 36.75 | 40.80 |
| 52 pounds | 25.08 | 26.15 | 29.26 | 33.39 | 37.47 | 41.60 |
| 53 pounds | 25.56 | 26.65 | 29.82 | 34.03 | 38.19 | 42.40 |
| 54 pounds | 26.04 | 27.15 | 30.38 | 34.67 | 38.91 | 43.20 |
| 55 pounds | 26.52 | 27.65 | 30.94 | 35.31 | 39.63 | 44.00 |
| 56 pounds | 27.00 | 28.15 | 31.50 | 35.95 | 40.35 | 44.80 |
| 57 pounds | 27.48 | 28.65 | 32.06 | 36.59 | 41.07 | 45.60 |
| 58 pounds | 27.96 | 29.15 | 32.62 | 37.23 | 41.79 | 46.40 |
| 59 pounds | 28.44 | 29.65 | 33.18 | 37.87 | 42.51 | 47.20 |
| 60 pounds | 28.92 | 30.15 | 33.74 | 38.51 | 43.23 | 48.00 |
| 61 pounds | 29.40 | 30.65 | 34.30 | 39.15 | 43.95 | 48.80 |
| 62 pounds | 29.88 | 31.15 | 34.86 | 39.79 | 44.67 | 49.60 |
| 63 pounds | 30.36 | 31.65 | 35.42 | 40.43 | 45.39 | 50.40 |
| 64 pounds | 30.84 | 32.15 | 35.98 | 41.07 | 46.11 | 51.20 |
| 65 pounds | 31.32 | 32.65 | 36.54 | 41.71 | 46.83 | 52.00 |
| 66 pounds | 31.80 | 33.15 | 37.10 | 42.35 | 47.55 | 52.80 |
| 67 pounds | 32.28 | 33.65 | 37.66 | 42.99 | 48.27 | 53.60 |
| 68 pounds | 32.76 | 34.15 | 38.22 | 43.63 | 48.99 | 54.40 |
| 69 pounds | 33.24 | 34.65 | 38.78 | 44.27 | 49.71 | 55.20 |
| 70 pounds | 33.72 | 35.15 | 39.34 | 44.91 | 50.43 | 56.00 |

## IATA's Master Item Numbering and Description System for International Shipments

0000—Edible Animals and Vegetable Products.
1000—Live Animals and Inedible Animal and Vegetable Products.
2000—Textile: Fibres and Manufactures.
3000—Metals and Manufactures, excluding Machinery, Vehicles and Electrical Equipment.
4000—Machinery, Vehicles, and Electrical Equipment.
5000—Non-Metallic Minerals and Manufactures.
6000—Chemicals and Related Products.
7000—Paper, Reed, Rubber, Wood Manufactures.
8000—Scientific Professional and Precision Instruments Apparatus and Supplies.
9000—Miscellaneous.

# ABCs OF COST ANALYSIS
## *Ask Yourself*

| | SURFACE | AIR |
|---|---|---|
| **A. Aircraft—Capacity—Weight—Volume** | | |
| a. What is maximum volume capacity? | | |
| b. What is maximum weight capacity? | | |
| c. What is maximum size for single piece? | | |
| d. What aircraft (size, type) will best fit my product? | | |
| e. What is the difference between | | |
| DC-3 (C-47) | | |
| C-46 | | |
| DC-4 (C-54) | | |
| DC-6A | | |
| Various passenger-cargo versions | | |
| **B. Brokers—Brokerage Fees** | | |
| a. Are the forwarder's fees the same by air or surface? | | |
| b. Can my present forwarder also handle my air shipments? | | |
| **C. Capital Outlay** | | |
| a. How much capital outlay can I reduce using air transportation? | | |
| b. Will banks honor an Air Waybill on Letter of Credit? | | |
| c. How fast can I get my complete documents for banking purposes? | | |
| d. Can I get a negotiable Air Waybill? | | |
| **Consular Documents, Fees, Etc.** | | |
| a. Do I require the same documentation by Air? | | |
| b. Is there any difference in consular fees and requirements by air shipping? | | |
| **D. Delivery Time** | | |
| a. How much time will air freight save over surface? | | |
| b. Can I always meet my Letter of Credit deadline? | | |
| c. Will my customers pay a little more for earlier deliveries? | | |
| **F-H. Fragility—Handling** | | |
| a. How much handling can product withstand? | | |
| b. What is damage ratio air vs. surface? | | |
| **I. Insurance** | | |
| a. What is cost of insurance air vs. surface? | | |
| b. What is difference in coverage? | | |
| c. How does my insurance company react to air freight on claims for loss, damage, carrier subjugation liability, released value on Air Waybill? | | |

| | SURFACE | AIR |
|---|---|---|
| **Import Duties** | | |
| a. What is the basis of import duties to countries we are shipping to? | | |
| b. Are import duties assessed on: | | |
| FOB Value? | | |
| Gross Weight? | | |
| Ad Valorem? | | |
| Net Weight? | | |
| **Inland Freight** | | |
| a. What method are we presently using? | | |
| b. Does present carrier give an export rate charge? | | |
| c. What is time between arrival at port of discharge and delivery to city of destination? | | |
| d. How much do inland freight charges cost? | | |
| **L. Loss—Deterioration—Market—Rental** | | |
| a. Do I sustain loss due to deterioration due to nature of product or time in transit? | | |
| b. What percentage is this loss? | | |
| c. Is my equipment on a monthly rental basis? | | |
| d. How much rental money can I save by using air freight? | | |
| e. Do I lose business because of delays in delivery? | | |
| If so, how much? | | |
| **M. Minimum Bills of Lading** | | |
| a. What is the minimum B/L charge? | | |
| b. How much material can I ship on a minimum B/L? | | |
| **P. Packing—Cartons—Wooden Cases** | | |
| a. What packing requirements are necessary? | | |
| b. How much weight does packing absorb? | | |
| c. How much can I save in packing costs? | | |
| d. How safe are minimum air freight packaging requirements compared to surface? | | |

| | SURFACE | AIR |
|---|---|---|
| **Pilferage** | | |
| a. How does pilferage loss compare? | | |
| **Pick-Up-Delivery Service** | | |
| a. Can my shipments be picked up same day? | | |
| What is the cost? | | |
| b. Minimum charge? | | |
| **R. Rates—Charges—General—Specific—Charter** | | |
| a. How do rates compare? | | |
| b. What is specific commodity rate? | | |
| c. Can I mix commodities without penalty? | | |
| d. How much cargo do I require to charter? | | |
| e. What is the advantage of chartering? | | |
| **S. Service—Schedules** | | |
| a. How does service compare? | | |
| b. What is the frequency of schedules? | | |
| **T. Transit Time** | | |
| a. What is the time in transit? | | |
| **V. Valuable Cargo** | | |
| a. What safeguards are available? | | |
| b. How will ad valorem charges effect total shipping costs? | | |
| **W. Warehousing** | | |
| a. How much can be saved by reducing stocks held in warehouses? | | |
| b. What are my handling costs in warehousing? | | |
| c. How much additional insurance do I pay? | | |

The questions submitted above are meant to help provide the traffic manager or comptroller of manufacturing, jobbing, and wholesale firms as well as retailers, with the basis on which to determine fairly the utilization of air cargo for shipments within the United States as well as to foreign destinations.

While direct comparisons can be made on many items to the benefit of the air transportation industry, many articles of merchandise, which will not favorably compete in a regular transportation market, may at times be flown due to strikes, breakdown of equipment and various time factors which cannot be measured in money. That is the time the shipper will want to know the right answer fast. Why not find out now?

# TABLE OF AIRLINE DISTANCES BETWEEN PRINCIPAL CITIES OF THE UNITED STATES

## (Distances in Statute Miles)

| FROM / TO | Atlanta | Baltimore | Boston | Brownsville | Buffalo | Chicago | Cincinnati | Cleveland | Denver | Detroit | El Paso | Jacksonville | Kansas City, Mo. | Los Angeles | Memphis | Miami | Minneapolis | New Orleans | New York | Oklahoma City | Philadelphia | Pittsburgh | Portland, Ore. | Richmond | St. Louis | Salt Lake City | San Francisco | Seattle | Washington, D.C. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Atlanta | .... | 575 | 933 | 960 | 695 | 583 | 368 | 550 | 1208 | 595 | 1293 | 286 | 675 | 1935 | 335 | 610 | 905 | 427 | 747 | 753 | 663 | 520 | 2172 | 470 | 467 | 1580 | 2133 | 2180 | 542 |
| Baltimore | 575 | .... | 358 | 1513 | 273 | 603 | 423 | 305 | 1505 | 398 | 1750 | 682 | 962 | 2313 | 792 | 958 | 948 | 1001 | 170 | 1173 | 90 | 194 | 2367 | 135 | 731 | 1858 | 2451 | 2341 | 33 |
| Boston | 933 | 358 | .... | 1881 | 398 | 849 | 737 | 550 | 1766 | 613 | 2067 | 1015 | 1250 | 2590 | 1133 | 1258 | 1125 | 1359 | 188 | 1490 | 268 | 478 | 2553 | 471 | 1036 | 2099 | 2696 | 2508 | 392 |
| Brownsville | 960 | 1513 | 1881 | .... | 1575 | 1234 | 1182 | 1402 | 1085 | 1398 | 682 | 1025 | 935 | 1370 | 775 | 1100 | 1348 | 536 | 1695 | 659 | 1614 | 1424 | 1952 | 1403 | 975 | 1317 | 1675 | 2015 | 1493 |
| Buffalo | 695 | 273 | 398 | 1575 | .... | 454 | 392 | 175 | 1368 | 218 | 1690 | 880 | 862 | 2195 | 802 | 1184 | 733 | 1087 | 291 | 1117 | 278 | 178 | 2167 | 375 | 662 | 1701 | 2298 | 2130 | 290 |
| Chicago | 583 | 603 | 849 | 1234 | 454 | .... | 249 | 307 | 918 | 236 | 1249 | 861 | 413 | 1741 | 481 | 1190 | 356 | 831 | 711 | 689 | 664 | 411 | 1765 | 618 | 1259 | 1260 | 1855 | 1743 | 594 |
| Cincinnati | 368 | 423 | 737 | 1182 | 392 | 249 | .... | 218 | 1090 | 234 | 1333 | 628 | 541 | 1892 | 410 | 957 | 603 | 708 | 568 | 755 | 501 | 258 | 1987 | 385 | 308 | 1450 | 2037 | 1974 | 403 |
| Cleveland | 550 | 305 | 550 | 1402 | 175 | 307 | 218 | .... | 1223 | 94 | 1521 | 768 | 700 | 2044 | 627 | 1088 | 632 | 922 | 404 | 946 | 343 | 115 | 2063 | 353 | 490 | 1567 | 2163 | 2035 | 303 |
| Denver | 1208 | 1505 | 1766 | 1085 | 1368 | 918 | 1090 | 1223 | .... | 1153 | 554 | 1468 | 555 | 828 | 878 | 1732 | 699 | 1079 | 1628 | 503 | 1575 | 1320 | 985 | 1485 | 793 | 372 | 946 | 1020 | 1490 |
| Detroit | 595 | 398 | 613 | 1398 | 218 | 236 | 234 | 94 | 1153 | .... | 1475 | 832 | 643 | 1976 | 621 | 1156 | 542 | 938 | 483 | 905 | 444 | 208 | 1975 | 445 | 452 | 1490 | 2087 | 1945 | 397 |
| El Paso | 1293 | 1750 | 2067 | 682 | 1690 | 1249 | 1333 | 1521 | 554 | 1475 | .... | 1481 | 836 | 702 | 978 | 1662 | 1156 | 986 | 1902 | 578 | 1834 | 1592 | 1286 | 1695 | 1033 | 689 | 993 | 1373 | 1726 |
| Jacksonville | 286 | 682 | 1015 | 1025 | 880 | 861 | 628 | 768 | 1468 | 832 | 1481 | .... | 952 | 2153 | 591 | 328 | 1192 | 511 | 838 | 988 | 758 | 703 | 2442 | 550 | 755 | 1840 | 2375 | 2450 | 647 |
| Kansas City, Mo. | 675 | 962 | 1250 | 935 | 862 | 413 | 541 | 700 | 555 | 643 | 836 | 952 | .... | 1352 | 555 | 1247 | 413 | 678 | 1097 | 293 | 1037 | 784 | 1397 | 935 | 238 | 922 | 1500 | 1505 | 943 |
| Los Angeles | 1935 | 2313 | 2590 | 1370 | 2195 | 1741 | 1892 | 2044 | 828 | 1976 | 702 | 2153 | 1352 | .... | 1602 | 2355 | 1522 | 1675 | 2446 | 1182 | 2388 | 2135 | 825 | 2283 | 1585 | 577 | 345 | 956 | 2295 |
| Memphis | 335 | 792 | 1133 | 775 | 802 | 481 | 410 | 627 | 878 | 621 | 978 | 591 | 370 | 1602 | .... | 878 | 700 | 358 | 953 | 422 | 878 | 660 | 1852 | 715 | 242 | 1250 | 1800 | 1867 | 763 |
| Miami | 610 | 958 | 1258 | 1100 | 1184 | 1190 | 957 | 1088 | 1732 | 1156 | 1662 | 328 | 1247 | 2355 | 878 | .... | 1516 | 681 | 1095 | 1233 | 1023 | 1014 | 2716 | 831 | 1067 | 2080 | 2603 | 2740 | 927 |
| Minneapolis | 905 | 948 | 1125 | .... | 733 | 356 | 603 | 632 | 699 | 542 | 1156 | 1192 | 413 | 1522 | 700 | 1516 | .... | 1050 | 1019 | 692 | 985 | 745 | 1435 | 1185 | 464 | 988 | 1585 | 1403 | 936 |
| New Orleans | 427 | 1001 | 1359 | 536 | 1087 | 831 | 708 | 922 | 1079 | 938 | 986 | 511 | 678 | 1675 | 358 | 681 | 1050 | .... | 1173 | 575 | 1090 | 923 | 2063 | 899 | 599 | 1433 | 1923 | 2098 | 968 |
| New York | 747 | 170 | 188 | 1695 | 291 | 711 | 568 | 404 | 1628 | 483 | 1902 | 838 | 1097 | 2446 | 953 | 1095 | 1019 | 1173 | .... | 1324 | 83 | 313 | 2455 | 287 | 873 | 1972 | 2568 | 2419 | 204 |
| Oklahoma | 753 | 1173 | 1490 | 659 | 1117 | 689 | 755 | 946 | 503 | 905 | 578 | 988 | 293 | 1182 | 422 | 1233 | 692 | 575 | 1324 | .... | 1256 | 1013 | 1488 | 1122 | 456 | 862 | 1386 | 1523 | 1150 |
| Philadelphia | 663 | 90 | 268 | 1614 | 278 | 664 | 501 | 343 | 1575 | 444 | 1834 | 758 | 1037 | 2388 | 878 | 1023 | 985 | 1090 | 83 | 1256 | .... | 254 | 2419 | 205 | 808 | 1923 | 2518 | 2388 | 122 |
| Pittsburgh | 520 | 194 | 478 | 1424 | 178 | 411 | 258 | 115 | 1320 | 208 | 1592 | 703 | 784 | 2135 | 660 | 1014 | 745 | 923 | 313 | 1013 | 254 | .... | 2174 | 242 | 561 | 1670 | 2264 | 2145 | 188 |
| Portland, Ore. | 2172 | 2367 | 2553 | 1952 | 2167 | 1765 | 1987 | 2063 | 985 | 1975 | 1286 | 2442 | 1397 | 825 | 1852 | 2716 | 1435 | 2063 | 2455 | 1488 | 2419 | 2174 | .... | 2392 | 1723 | 636 | 536 | 143 | 2360 |
| Richmond | 470 | 135 | 471 | 1403 | 375 | 618 | 385 | 353 | 1485 | 445 | 1695 | 550 | 935 | 2283 | 715 | 831 | 1185 | 899 | 287 | 1122 | 205 | 242 | 2393 | .... | 699 | 1850 | 2436 | 2362 | 96 |
| St. Louis | 467 | 731 | 1036 | 975 | 662 | 259 | 308 | 490 | 793 | 452 | 1033 | 755 | 238 | 1585 | 242 | 1067 | 464 | 599 | 873 | 456 | 808 | 561 | 1723 | 699 | .... | 1158 | 1738 | 1722 | 710 |
| Salt Lake City | 1580 | 1858 | 2099 | 1317 | 1701 | 1260 | 1450 | 1567 | 372 | 1490 | 639 | 1840 | 922 | 577 | 1250 | 2098 | 988 | 1433 | 1972 | 862 | 1923 | 1670 | 636 | 1850 | 1158 | .... | 592 | 697 | 1845 |
| San Francisco | 2133 | 2451 | 2696 | 1675 | 2298 | 1855 | 2037 | 2163 | 946 | 2087 | 993 | 2375 | 1500 | 345 | 1800 | 2603 | 1585 | 1923 | 2568 | 1386 | 2518 | 2264 | 536 | 2436 | 1738 | 592 | .... | 680 | 2437 |
| Seattle | 2180 | 2341 | 2508 | 2015 | 2130 | 1743 | 1974 | 2035 | 1020 | 1945 | 1373 | 2450 | 1505 | 956 | 1867 | 2740 | 1403 | 2098 | 2419 | 1523 | 2388 | 2145 | 143 | 2362 | 1722 | 697 | 680 | .... | 2335 |
| Washington, D.C. | 542 | 33 | 392 | 1493 | 290 | 594 | 403 | 303 | 1490 | 397 | 1726 | 647 | 943 | 2295 | 763 | 927 | 936 | 968 | 204 | 1150 | 122 | 188 | 2360 | 96 | 710 | 1845 | 2437 | 2335 | .... |

# TABLE OF AIRLINE DISTANCES BETWEEN PRINCIPAL CITIES OF THE WORLD

## (Distances in Statute Miles)

| FROM TO | Azores | Bagdad | Berlin | Bombay | Buenos Aires | Cairo | Cape Town | Chicago | Guam | Honolulu | Juneau | London | Melbourne | Mexico City | New Orleans | New York | Panama | Paris | Rio de Janeiro | San Francisco | Santiago | Seattle | Singapore | Tokyo |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Azores | .... | 3,906 | 2,148 | 5,930 | 5,385 | 3,325 | 5,670 | 3,305 | 8,985 | 7,421 | 4,715 | 1,562 | 12,190 | 4,584 | 3,718 | 2,604 | 3,918 | 1,617 | 4,312 | 5,114 | 5,718 | 4,720 | 8,338 | 7,370 |
| Bagdad | 3,906 | .... | 2,040 | 2,022 | 8,215 | 785 | 4,923 | 6,490 | 6,380 | 8,445 | 6,180 | 2,568 | 8,150 | 8,155 | 7,212 | 6,066 | 7,807 | 2,385 | 7,012 | 7,521 | 8,876 | 6,848 | 4,443 | 5,242 |
| Berlin | 2,148 | 2,040 | ... | 3,947 | 7,411 | 1,823 | 5,949 | 4,458 | 7,158 | 7,384 | 4,638 | 575 | 9,992 | 6,119 | 5,182 | 4,026 | 5,902 | 540 | 6,246 | 5,744 | 7,842 | 5,121 | 6,226 | 5,623 |
| Bombay | 5,930 | 2,022 | 3,947 | .... | 9,380 | 2,698 | 5,133 | 8,144 | 4,831 | 8,172 | 6,992 | 4,526 | 6,140 | 9,818 | 8,952 | 7,875 | 9,832 | 4,391 | 8,438 | 8,523 | 10,127 | 7,830 | 2,425 | 4,247 |
| Buenos Aires | 5,385 | 8,215 | 7,411 | 9,380 | .. | 7,428 | 4,332 | 5,598 | 10,516 | 7,653 | 7,964 | 6,919 | 7,336 | 4,609 | 4,902 | 5,295 | 3,319 | 6,891 | 1,230 | 6,487 | 731 | 6,956 | 9,940 | 11,601 |
| Cairo | 3,325 | 785 | 1,823 | 2,698 | 7,428 | .... | 4,476 | 6,231 | 7,175 | 8,925 | 6,352 | 2,218 | 8,720 | 7,807 | 6,862 | 5,701 | 7,230 | 2,020 | 6,242 | 7,554 | 8,100 | 6,915 | 5,152 | 6,005 |
| Cape Town | 5,670 | 4,923 | 5,949 | 5,133 | 4,332 | 4,476 | .... | 8,551 | 8,918 | 11,655 | 10,382 | 5,975 | 6,510 | 8,620 | 8,390 | 7,845 | 7,090 | 5,732 | 3,850 | 10,340 | 5,080 | 10,305 | 6,025 | 9,234 |
| Chicago | 3,305 | 6,490 | 4,458 | 8,144 | 5,598 | 6,231 | 8,551 | .... | 7,510 | 4,315 | 2,310 | 4,015 | 9,837 | 1,690 | 827 | 727 | 2,320 | 4,219 | 5,320 | 1,875 | 5,325 | 1,753 | 9,475 | 6,410 |
| Guam | 8,985 | 6,380 | 7,158 | 4,831 | 10,516 | 7,175 | 8,918 | 7,510 | .... | 3,896 | 5,225 | 7,605 | 3,497 | 7,690 | 7,895 | 8,115 | 9,220 | 7,675 | 11,710 | 5,952 | 9,946 | 5,785 | 2,990 | 1,596 |
| Honolulu | 7,421 | 8,445 | 7,384 | 8,172 | 7,653 | 8,925 | 11,655 | 4,315 | 3,896 | .... | 2,825 | 7,320 | 5,581 | 3,846 | 4,305 | 5,051 | 5,347 | 7,525 | 8,400 | 2,407 | 6,935 | 2,707 | 6,874 | 3,940 |
| Juneau | 4,715 | 6,180 | 4,638 | 6,992 | 7,964 | 6,352 | 10,382 | 2,310 | 5,225 | 2,825 | .... | 4,496 | 8,162 | 3,210 | 2,860 | 2,874 | 4,456 | 4,700 | 7,611 | 1,530 | 7,320 | 870 | 7,375 | 4,117 |
| London | 1,562 | 2,568 | 575 | 4,526 | 6,919 | 2,218 | 5,975 | 4,015 | 7,605 | 7,320 | 4,496 | .... | 10,590 | 5,605 | 4,656 | 3,500 | 5,310 | 210 | 5,747 | 5,440 | 7,275 | 4,850 | 6,818 | 6,050 |
| Melbourne | 12,190 | 8,150 | 9,992 | 6,140 | 7,336 | 8,720 | 6,510 | 9,837 | 3,497 | 5,581 | 8,162 | 10,590 | .... | 8,599 | 9,455 | 10,541 | 9,211 | 10,500 | 8,340 | 7,970 | 7,130 | 8,330 | 3,768 | 5,172 |
| Mexico City | 4,584 | 8,155 | 6,119 | 9,818 | 4,609 | 7,807 | 8,620 | 1,690 | 7,690 | 3,846 | 3,210 | 5,605 | 8,599 | .... | 940 | 2,110 | 1,532 | 5,800 | 4,810 | 1,870 | 4,122 | 2,339 | 10,495 | 7,190 |
| New Orleans | 3,718 | 7,212 | 5,182 | 8,952 | 4,902 | 6,862 | 8,390 | 827 | 7,895 | 4,305 | 2,860 | 4,656 | 9,455 | 940 | .... | 1,161 | 1,600 | 4,846 | 4,798 | 1,960 | 4,553 | 2,137 | 10,255 | 6,993 |
| New York | 2,604 | 6,066 | 4,026 | 7,875 | 5,295 | 5,701 | 7,845 | 727 | 8,115 | 5,051 | 2,874 | 3,500 | 10,541 | 2,110 | 1,161 | .... | 2,211 | 3,600 | 4,810 | 2,606 | 5,134 | 2,440 | 9,617 | 6,846 |
| Panama | 3,918 | 7,807 | 5,902 | 9,832 | 3,319 | 7,220 | 7,090 | 2,320 | 9,220 | 5,347 | 4,456 | 5,310 | 9,211 | 1,532 | 1,600 | 2,211 | .... | 5,440 | 3,311 | 3,349 | 3,000 | 3,680 | 11,800 | 8,560 |
| Paris | 1,617 | 2,385 | 540 | 4,391 | 6,891 | 2,020 | 5,762 | 4,219 | 7,675 | 7,525 | 4,700 | 210 | 10,500 | 5,800 | 4,846 | 3,600 | 5,440 | .... | 5,710 | 5,680 | 7,300 | 5,080 | 6,730 | 6,132 |
| Rio de Janeiro | 4,312 | 7,012 | 6,246 | 8,438 | 1,230 | 6,242 | 3,850 | 5,320 | 11,710 | 8,400 | 7,611 | 5,747 | 8,340 | 4,810 | 4,798 | 4,810 | 3,311 | 5,710 | .... | 6,655 | 1,852 | 6,945 | 9,875 | 11,600 |
| San Francisco | 5,114 | 7,521 | 5,744 | 8,523 | 6,487 | 7,554 | 10,340 | 1,875 | 5,952 | 2,407 | 1,530 | 5,440 | 7,970 | 1,870 | 1,960 | 2,606 | 3,349 | 5,680 | 6,655 | .... | 5,960 | 692 | 8,440 | 5,250 |
| Santiago | 5,718 | 8,876 | 7,842 | 10,127 | 731 | 8,100 | 5,080 | 5,325 | 9,946 | 6,935 | 7,320 | 7,275 | 7,130 | 4,122 | 4,553 | 5,134 | 3,000 | 7,300 | 1,852 | 5,960 | .... | 6,466 | 10,270 | 10,850 |
| Seattle | 4,720 | 6,848 | 5,121 | 7,830 | 6,956 | 6,915 | 10,305 | 1,753 | 5,785 | 2,707 | 870 | 4,850 | 8,330 | 2,339 | 2,137 | 2,440 | 3,680 | 5,080 | 6,945 | 692 | 6,466 | .... | 8,200 | 4,868 |
| Singapore | 8,338 | 4,443 | 6,226 | 2,425 | 9,940 | 5,152 | 6,025 | 9,475 | 2,990 | 6,874 | 7,375 | 6,818 | 3,768 | 10,495 | 10,255 | 9,617 | 11,800 | 6,730 | 9,875 | 8,440 | 10,270 | 8,200 | .... | 3,250 |
| Tokyo | 7,370 | 5,242 | 5,623 | 4,247 | 11,601 | 6,005 | 9,234 | 6,410 | 1,596 | 3,940 | 4,117 | 6,050 | 5,172 | 7,190 | 6,993 | 6,846 | 8,560 | 6,132 | 11,600 | 5,250 | 10,850 | 4,868 | 3,250 | .... |

# IATA TRAFFIC GLOSSARY

**ABSORPTION** means the acceptance by the carrier of a portion of a joint fare, rate or charge which is less in amount than that which it would receive for the service in the absence of such joint fare, rate or charge.

**AIR CONSIGNMENT NOTE**—*See* Air Waybill.

**AIR WAYBILL,** which is equivalent to the term air consignment note, means the document entitled "Air Waybill/Consignment Note" made out by or on behalf of the shipper which evidences the contract between the shipper and carrier(s) for carriage of goods over routes of the carrier(s).

**ALLOWANCE, FREE BAGGAGE** means the weight of baggage which may be carried without payment of a charge in addition to the fare.

**BAGGAGE,** which is equivalent to the term luggage, means such articles, effects and other personal property of a passenger as are necessary or appropriate for wear, use, comfort or convenience in connection with his trip. Unless otherwise specified, it includes both checked and unchecked baggage.

**BAGGAGE, ACCOMPANIED** means baggage carried on the same aircraft as that on which the passenger is carried.

**BAGGAGE, UNACCOMPANIED** means the baggage not carried on the same aircraft as that on which the passenger is carried.

**BAGGAGE CHECK** means those portions of the ticket which provide for the carriage of a passenger's checked baggage and which are issued by the carrier as a receipt for the passenger's baggage with respect to which a carrier takes sole custody.

**BAGGAGE, CHECKED,** which is equivalent to the terms registered luggage, means baggage which has been delivered to the carrier and for which the carrier has issued a baggage check and baggage (claim) tag(s).

**BAGGAGE, UNCHECKED,** which is equivalent to the term hand luggage, is baggage other than checked baggage.

**BAGGAGE, EXCESS** means that part of the weight of baggage which is in excess of the free baggage allowance.

**BAGGAGE TAG** means a document issued solely for the identification of checked baggage placed in its custody by the passenger, the baggage (strap) tag portion of which is attached by the carrier to a particular article of checked baggage and the baggage (claim) tag portion of which is given to the passenger.

**BOOKING**—*See* Reservation.

**CARGO**—*See* Goods.

**CARRIAGE,** which is equivalent to the term transportation, means carriage of passengers, baggage, and/or goods by air, gratuitously or for hire, including all services and operations of the carrier related thereto.

**CARRIAGE, INTERNATIONAL** means (except for the purposes of the Warsaw Convention) carriage in which, according to the contract of carriage, the place of departure and any place of landing are situated in more than one state. As used in this definition the term State includes all territory subject to the sovereignty, suzerainty, mandate, authority, or trusteeship thereof.

**CHARGE** means an amount to be paid for carriage of goods or excess baggage based on the applicable rate for such carriage; or an amount to be paid for a special or incidental service in connection with the carriage of a passenger, baggage or goods.

**CHARGE, CANCELLATION** means the service charge made by reason of failure of a passenger to use reserved accommodation without having cancelled such accommodation prior to the latest appropriate time for cancellation specified by the carrier.

**CHARGE, COMBINATION JOINT** means a joint charge which is obtained by combining two or more published charges.

**CHARGE, EXCESS BAGGAGE** means a charge for the carriage of excess baggage.

**CHARGE, INTERLINE**—*See* Charge, Joint.

**CHARGE, JOINT,** which is equivalent to the term interline charge, means a charge which applies for carriage over the lines of two or more carriers and which is published as a single amount.

**CHARGE, LOCAL**—*See* Charge, Online.

**CHARGE NO-SHOW** means the charge made by reason of the failure of a passenger to use reserved accommodation, either through failure to arrive at the airport at the time fixed by the carrier, or through arriving improperly documented or otherwise not ready to travel on the flight.

**CHARGE, ON-LINE,** which is equivalent to the term local charge, means a charge which applies for carriage over the lines of a single carrier.

**CHARGE, PRORATED JOINT** means a joint charge other than a combination joint charge.

**CHARGE, PUBLISHED** means a charge, the amount of which is specifically set forth in the carrier's fares or rates tariff.

**CHARGE, THROUGH** means the total charge from point of departure to point of destination. It may be a joint charge or a combination of charges.

**CHARGE, VALUATION** means a charge for carriage of goods or baggage based on the value of such goods or baggage.

**CHARGE, WEIGHT** means the charge for carriage of goods based on the weight (or volume) of such goods.

**CHARGES, COMBINATION OF** means an amount which is obtained by combining two or more charges and which is not published as a single amount.

**CLASSIFICATION** means a listing of articles in classes for rating purposes.

**CLASS RATE** means a rate assessed according to the charge applicable to the class in which the article has been placed in the classification tariff.

**C.O.D.** means an arrangement between the shipper and the carrier whereby the latter, upon delivery of the consignment, is to collect from the consignee the amount indicated on the air waybill as payable to the shipper.

**COMMODITY RATE** means a rate applied to a particular commodity for carriage between specifically named points.

**CONDITIONS OF CARRIAGE** means the terms and conditions established by a carrier in respect to its carriage.

**CONDITIONS OF CARRIAGE, IATA (OR GENERAL),** which is equivalent to the term rules tariffs, means the general terms and conditions established by a carrier in respect of its carriage.

**CONSIGNMENT,** which is equivalent to the term shipment, means one or more pieces of goods accepted by the carrier from one shipper at one time and at one address, receipted for in one lot and moving on one air waybill to one consignee at one destination address.

**CONSIGNMENT NOTE, AIR**—*See* Air Waybill.

**CONSIGNEE** means the person whose name appears on the air waybill as the party to whom the goods are to be delivered by the carrier.

**CONSIGNOR**—*See* Shipper.

**COUPON, FLIGHT** means the portion of the passenger ticket that indicates particular places between which the coupon is good for carriage.

**COUPON, PASSENGER** means the portion of the passenger ticket that constitutes the passenger's written evidence of the contract of carriage.

**DECLARED VALUE FOR CARRIAGE** means the value of goods or baggage declared to the carrier by the consignor of passenger for the purpose of determining charges or of establishing the limit of the carrier's liability for loss, damage or delay.

**EXCHANGE ORDER,** which is equivalent to the term exchange voucher, means a document issued by a carrier requesting another carrier (or a document issued by an authorized agent requesting a carrier) to issue an appropriate ticket to the person named in such document.

**EXCHANGE VOUCHER** — *See* Exchange Order.

**FARE** means the amount charged by a carrier for carriage of a passenger and his free baggage allowance over the route specified (*See* Allowance, Free Baggage).

**FARE, ADULT** means the fare of a person who has attained his twelfth birthday.

**FARE, BASIC** means either a specified or constructed fare expressed in the basic currency of the Conference.

**FARE, CHILDREN** means the fare for a person who has attained his second but not his twelfth birthday.

**FARE, CLASS B** means the fare established for a Class B service.

**FARE, COMBINATION JOINT** means a joint fare which is obtained by combining two or more published fares.

**FARE, CONSTRUCTED** means the fare established in accordance with an applicable IATA Traffic Conference construction resolution.

**FARE, FIRST CLASS,** which is equivalent to the term standard class fare, means the minimum fare established for a first class service.

**FARE, IATA** means a specified or constructed fare.

**FARE, INFANT** means the fare for a person who has not attained his second birthday.

**FARE, INTERLINE**—*See* Fare, Joint.

**FARE, JOINT,** which is equivalent to the term interline fare, means a fare which applies for carriage over the lines of two or more carriers and which is published as a single amount.

**FARE, LOCAL**—*See* Fare, On-line.

**FARE, NORMAL** means the full fare established for a first or tourist class, on-season service.

**FARE, ON-LINE,** which is equivalent to the term local fare, means a fare which applies for carriage over the lines of a single carrier.

**FARE, PROPORTIONAL** means a fare published for use only in combination with other fares for carriage from, to or through, a specified point.

**FARE, PRORATED JOINT** means a joint fare other than a combination joint fare.

**FARE, PUBLISHED** means a fare, the amount of which is specifically set forth in the carrier's fares tariff.

**FARE, SPECIAL** means a fare, other than the normal fare, authorized to be applied to seasonal traffic, to encourage vacation traffic, to fill up capacity during slack periods, to create traffic on a particular route, or for other special reasons.

**FARE, SPECIFIED** means the fare specified in an applicable IATA Traffic Conference resolution.

**FARE, STANDARD**—*See* Fare, First Class.

**FARE, TOURIST** means the fare established for a tourist class service.

**FARE, THROUGH** means the total fare from point of departure to point of destination. It may be a joint fare or a combination of fares.

**FARES, COMBINATION OF** means an amount which is obtained by combining two or more fares and which is not published as a single amount.

**FEE, CANCELLATION**—*See* Charge, Cancellation.

**FLIGHT NUMBER,** which is equivalent to the term line number, means the numerical designation of a flight.

**GOODS** means any property carried or to be carried in an aircraft, other than mail or other property carried under the terms of an international postal convention, baggage (including personal effects accompanying a passenger) or property of the carrier(s).

**LINE NUMBER**—*See* Flight Number.

**LUGGAGE**—*See* Baggage.

**LUGGAGE, HAND**—*See* Baggage, Unchecked.

**LUGGAGE, REGISTERED** — *See* Baggage, Checked.

**PASSENGER** means any person carried or to be carried in an aircraft with the consent of the carrier, except members of the crew.

**PASSENGER TRANSIT** means a passenger continuing his journey on the same through flight.

**PASSENGER, TRANSFER** means a passenger arriving on one flight and continuing his journey on another.

**PRORATE** (where used as a noun) means a portion of a joint fare, rate or charge obtained by proration.

**PRORATION** means division of a joint fare, rate or charge between the carriers concerned on an agreed basis.

**PRORATION, FARE** means proration on the basis of the respective on-line fares.

**PRORATION, MILEAGE** means proration on the basis of the respective on-line mileages.

**PRORATION, RATE** means proration on the basis of the respective on-line rates.

**QUANTITY DISCOUNT** means a percentage reduction of a rate based on quantity.

**RATE** means the amount charged by the carrier for carriage of a unit of weight (or volume) or value of goods or excess baggage.

**RATE, BASIC** means either a specified or constructed rate expressed in the basic currency of the Conference.

**RATE, CLASS** means a rate applicable to a specifically designated class of goods.

**RATE, COMBINATION JOINT** means a joint rate which is obtained by combining two or more published rates.

**RATE, CONSTRUCTED** means the rate for the carriage of goods established in accordance with an applicable IATA Traffic Conference constructed resolution.

**RATE, GENERAL CARGO** means a rate established for cargo in general.

**RATE, IATA** means a specified or constructed rate.

**RATE, INTERLINE**—*See* Rate, Joint.

**RATE, JOINT,** which is equivalent to the term interline rate, means a rate which applies for carriage over the lines of two or more carriers and which is published as a single amount.

**RATE, LOCAL**—*See* Rate, On-line.

**RATE, NORMAL** means the full under-45-kilogram general cargo rate.

**RATE, ON LINE,** which is equivalent to the term local rate, means a rate which applies for carriage over the lines of a single carrier.

**RATE, PROPORTIONAL** means a rate published for use only in combination with other rates for carriage from, to or through, a specified point.

**RATE, PRORATED JOINT** means a joint rate other than a combination joint rate.

**RATE, PUBLISHED** means a rate, the amount of which is specifically set forth in the carrier's rates tariff.

**RATE, SPECIFIC COMMODITY** means a rate applicable to carriage of specifically designated commodities.

**RATE, SPECIFIED** means the rate for the carriage of goods specified in an applicable IATA Traffic Conference resolution.

**RATE, THROUGH** means the total rate from point of departure to point of destination. It may be a joint rate or a combination of rates.

**RATES, COMBINATION OF** means an amount which is obtained by combining two or more rates and which is not published as a single amount.

**REFUND** means the repayment to the purchaser of all or a portion of a fare, rate or charge for unused carriage.

**RESERVATION,** which is equivalent to the term booking, means the allotment in advance of seating or sleeping accommodation for a passenger or of space or weight capacity for baggage or goods.

**RETURN JOURNEY** — *See* Trip, Round.

**ROUTE, DIRECT** means the shortest route operated between two points.

**ROUTE, INDIRECT** means any route other than the direct route operated between two points.

**ROUTING** means the designation of a route.

**SERVICE, CITY TERMINAL** means surface carriage provided by an air carrier between its city handling station and the airport of departure or destination.

**SERVICE DELIVERY** means the surface carriage provided by an air carrier of inbound goods or baggage from the airport of destination to the address of the consignee or passenger or that of his designated agent or to the custody of the proper government agency when required.

**SERVICE, PICK-UP** means the surface carriage provided by an air carrier of outbound goods or baggage from the shipper's or passenger's address or that of his designated agent to the airport of departure.

**SHIPMENT**—*See* Consignment.

**SHIPPER,** which is equivalent to the term consignor, means the person whose name appears on the air waybill as the party contracting with the carrier(s) for carriage of goods.

**STOPOVER,** which is equivalent to the term break of journey, means a deliberate interruption of a journey by the passenger, agreed to in advance by the carrier, at a point between the place of departure and the place of destination.

**SURCHARGE, VALUE** means a surcharge for the carriage of cargo having a value in excess of $200, or equivalent, per kilogram.

**TARIFFS** means the published fares, rates, charges and/or related conditions of carriage of a carrier.

**TARIFF FARES** means the tariff concerned with fares and related charges.

**TARIFF RATES** means the tariff concerned with rates and related charges.

**TARIFF, RULES,** which is equivalent to the term IATA (or General) Conditions of Carriage, means the tariff concerned with the general terms and conditions of carriage. *See* Conditions of Carriage, IATA (or General).

**TICKET** means the "Passenger Ticket and Baggage Check," including all flight, passenger and other coupons therein, issued by the carrier, which provide for the carriage of the passenger and his baggage.

**TICKET, CONJUNCTION** means a ticket issued in connection with another ticket(s) which together are intended to evidence a single contract of carriage.

**TICKET, EXCESS BAGGAGE** means a receipt issued by a carrier to a passenger(s) evidencing payment by the passenger(s) of excess baggage and/or valuation charges.

**TICKET, PASSENGER** means those portions of the ticket which provide for carriage of the passenger and his baggage.

**TRANSPORTATION**—*See* Carriage.

**TRIP, CIRCLE** means travel from one point and return thereto by a continuous, circuitous air route; provided that where no reasonably direct scheduled air service is available between two points, a break in the circle may be traveled by any other means of transportation without prejudice to the circle trip.

**TRIP, OPEN-JAW** means travel which is essentially of a round trip nature but the outward point of departure and inward point of arrival and/or outward point of

*(Concluded on Page 81)*

# DIFFERENCES IN TIME

**Between New York, the New England States, and the Following Countries and Islands**

| COUNTRY | ADD Hours | ADD Minutes | DEDUCT Hours | DEDUCT Minutes |
|---|---|---|---|---|
| Alaska | | | 4 | 00 |
| Algeria | 5 | 09 | | |
| Annam | 12 | 07 | | |
| Antigua | 0 | 52 | | |
| Arabia | 8 | 00 | | |
| Argentine | 0 | 43 | | |
| Austria | 6 | 00 | | |
| Azores | 33 | 01 | | |
| Bahamas | | | 0 | 09 |
| Barbados | 1 | 01 | | |
| Belgium | 5 | 00 | | |
| Bermuda | 0 | 40 | | |
| Borneo, Br. | 13 | 00 | | |
| Brazil | 2 | 07 | | |
| Cape Colony | 7 | 00 | | |
| Caroline Is. | 15 | 00 | | |
| Ceylon Is. | 10 | 30 | | |
| Chile | 0 | 17 | | |
| China, East Coast | 13 | 00 | | |
| Cochin, China | 12 | 07 | | |
| Colombia | 0 | 03 | | |
| Costa Rica | | | 0 | 33 |
| Cuba | | | 0 | 29 |
| Curacao | 0 | 24 | | |
| Denmark | 6 | 00 | | |
| Ecuador | | | 0 | 14 |
| Egypt | 7 | 00 | | |
| England | 5 | 00 | | |
| Fiji Islands | 16 | 54 | | |
| Formosa | 13 | 00 | | |
| France | 5 | 00 | | |
| Germany | 6 | 00 | | |
| Gibraltar | 5 | 00 | | |
| Greece | 6 | 35 | | |
| Guadeloupe Is. | 0 | 53 | | |
| Guam | 14 | 30 | | |
| Guiana, Br. | 1 | 07 | | |
| Haiti | 0 | 16 | | |
| Hawaii | | | 5 | 30 |
| Holland | 5 | 00 | | |
| Honduras | | | 1 | 00 |
| Honduras, Brit. | | | 0 | 53 |
| Hungary | 6 | 00 | | |
| India | 10 | 30 | | |
| Ireland | 4 | 35 | | |
| Italy | 6 | 00 | | |
| Jamaica | | | 0 | 07 |
| Japan | 14 | 00 | | |
| Java | 12 | 07 | | |
| Korea | 14 | 00 | | |
| Luxembourg | 6 | 00 | | |
| Madagascar | 8 | 10 | | |
| Malta | 6 | 00 | | |
| Martinique | 0 | 55 | | |
| Midway | | | 6 | 52 |
| Natal | 7 | 00 | | |
| New Caledonia | 16 | 06 | | |
| Newfoundland | 1 | 30 | | |
| New Zealand | 16 | 30 | | |
| Nicaragua | | | 0 | 45 |
| N. S. Wales | 15 | 00 | | |
| Norway | 6 | 00 | | |
| Orange R. Colony | 7 | 00 | | |
| Pacific Coast of U. S. | | | 3 | 00 |
| Peru | | | 0 | 09 |
| Philippines | 13 | 00 | | |
| Porto Rico | 1 | 00 | | |
| Portugal | 4 | 24 | | |
| Queensland | 15 | 00 | | |
| Rhodesia | 7 | 00 | | |
| Russia | 7 | 01 | | |
| San Domingo | 0 | 16 | | |
| St. Thomas | 0 | 40 | | |
| Salvador | | | 0 | 56 |
| Samoa | | | 6 | 30 |
| Scotland | 5 | 00 | | |
| Senegal | 3 | 50 | | |
| Siberia, Irkutsk | 11 | 57 | | |
| Siberia, Vladivostok | 13 | 47 | | |
| South Australia | 14 | 30 | | |
| Spain | 5 | 00 | | |
| Straits Settlements | 11 | 55 | | |
| Sumatra | 11 | 41 | | |
| Sweden | 6 | 00 | | |
| Switzerland | 6 | 00 | | |
| Tasmania | 15 | 00 | | |
| Togo | 5 | 00 | | |
| Tongking | 12 | 07 | | |
| Transvaal | 7 | 00 | | |
| Trinidad | 0 | 53 | | |
| Tunis | 5 | 09 | | |
| Turkey | 6 | 57 | | |
| Uruguay | 1 | 15 | | |
| Venezuela | 0 | 32 | | |
| Victoria | 15 | 00 | | |
| West Australia | 13 | 00 | | |
| Yugoslavia | 6 | 00 | | |

# FOREIGN WEIGHTS AND MEASURES

| Denominations | Where Used | American Equivalents |
|---|---|---|
| Almude | Portugal | 4.422 gals. |
| Ardb | Egypt | 5.6188 bu. |
| Are | Metric | 0.02471 acre |
| Arratel or libra | Portugal | 1.0119 lbs. |
| Arroba | Argentine Republic | 25.32 lbs. |
| Arroba | Brasil | 32.38 lbs. |
| Arroiba | Cuba | 25.36 lbs. |
| Arroiba | Paraguay | 25.32 lbs. |
| Arroiba | Venezuela | 25.40 lbs. |
| Arroiba (liquid) | Cuba, Spain and Venezuela | 4.263 gals. |
| Arshine | Russia | 28 in. |
| Arshine (sq.) | Russia | 5.44 sq. ft. |
| Artel | Morocco | 1.12 lbs. |
| Barli | Argentine Republic and Mexico | 20.077 gals. 20.0787 gals. |
| Barrel | Malta (customs) | 11.2 gals. |
| Barrel | Spain (raisins) | 100 lbs. |
| Batman (tab) | Persia | 6.49 lbs. |
| Berkovets | Russia | 361.128 lbs. |
| Bongkal | Fed. Malay States | 832 grains |
| Bouw | Sumatra | 7.1296.5 sq. meters |
| Bu | Japan | 0.1 inch |
| Bushel | British Empire | 1.03205 U. S. bu. |
| Butt (wine) | Spain | 140 gals. |
| Caffiso | Malta | 5.3 gals. |
| Candy | India (Bombay) | 569 lbs. |
| Candy | India (Madras) | 500 lbs. |
| Cantar | Egypt | 99.05 lbs. |
| Cantar | Morocco | 112 lbs. |
| Cantar | Turkey | 124.45 lbs. |
| Cantaro | Malta | 175 lbs. |
| Carat, metric | World | 3.086 grains |
| Carga | Mexico and Salvador | 300 lbs. |
| Catty | China | 1.333⅓ lbs. |
| Catty | Japan | 1.32 lbs. |
| Catty | Java, Malacca | 1.36 lbs. |
| Catty | Siam | 2⅓ lbs. |
| Catty (stand.) | Siam | 1.32 lbs. |
| Catty | Sumatra | 2.12 lbs. |
| Cental | Union of So. Africa | 100 lbs. |
| Centaro | Central America | 4.2631 gals. |
| Centner | Brunswick | 117.5 lbs. |
| Centner | Bremen | 127.5 lbs. |
| Centner | Darmstadt | 110.24 lbs. |
| Centner | Denmark, Norway | 110.23 lbs. |
| Centner | Nuremberg | 112.43 lbs. |
| Centner | Prussia | 113.44 lbs. |
| Centner | Sweden | 93.7 lbs. |
| Centner | Vienna | 123.5 lbs. |
| Centner | Zollverein | 110.24 lbs. |
| Centner | Double or metric | 220.46 lbs. |
| Chetvert | Russia | 5.957 bu. |
| Chih | China | 12.60 inches |
| Chih (metric) | China | 1 meter |
| Cho | Japan | 2.451 acres |
| Comb | England | 4.1282 bu. |
| Coyan | Sarawak | 3.098 lbs. |
| Coyan | Siam | 2.645.5 lbs. |
| Cuadra (new) | Argentine Republic | 4.2 acres |
| Cuadra | Paraguay | 94.70 yds. |
| Cuadra (sq.) | Paraguay | 1.85 acres |
| Cuadra | Uruguay | 1.82 acres |
| Cubic meter | Metric | 35.3 cu. ft. |
| Cwt. (hundredweight) | British | 112 lbs. |
| Dessiatine | Russia | 2.6997 acres |
| Drachma (new) | Greece | 15.43 gr., or 1 grm. |
| Fanega (dry) | Ecuador, Salvador, Guatemala, Spain | 1.5745 bu. |
| Fanega | Chile | 2.75268 bu. |
| Fanega | Cuba | 1.599 bu. |
| Fanega | Ecuador, Salvador, Guatemala, Spain | 1.63 bu. |
| Fenega | Mexico | 2.57716 bu. |
| Fanega | Morocco | Strike fanega, 70 lbs., full fanega, 118 lbs. |
| Fanega (double) | Uruguay | 7.776 bu. |
| Fanega (single) | Uruguay | 3.888 bu. |
| Fanega | Venezuela | 3.334 bu. |
| Fanega (liquid) | Spain | 16 gals. |
| Feddan | Egypt | 1.04 acres |
| Frail (raisins) | Spain | 50 lbs. |
| Frasco | Argentine Republic | 2.5098 qts. |
| Frasco | Mexico | 2.5 qts. |
| Frasila | Zanzibar | 35 lbs. |
| Fuder | Luxemburg | 264.18 gals. |
| Funt | Russia | 0.9028 lbs. |
| Gallon | British Empire | 1.20094 U. S. gal |
| Garnice | Poland | 1.0567 gal. |
| Gram | Metric | 15.432 grains |
| Hectare | Metric | 2.471 acres |
| Hectolitre Dry | Metric | 2.838 bu. |
| Hectolitre Liquid | Metric | 26.418 gals. |
| Jarib | Persia | 2.471 acres |
| Joch | Austria | 1.422 acres |
| Joch | Hungary | 1.067 acres |
| Ken | Japan | 5.97 feet |
| Kilogram (kilo) | Metric | 2.2046 lbs. |
| Kilometre | Metric | 0.62137 mile |
| Kin | Japan | 1.3227 lbs. |
| Klafter | Austria | 2.074 yds. |
| Koku | Japan | 5.119 bu. |
| Kwamme | Japan | 8.2673 lbs. |
| Last | Belgium, Holland | 85.134 bu. |
| Last | England | 82.56 bu. |
| Last | Germany | 2 metric tons. (4,409 + lbs.) |
| Last | Prussia | 112.29 bu. |
| Last | Scotland, Ireland | 82.564 bu. |
| Last | Spain (salt) | 4.760 lbs. |
| League (land) | Paraguay | 4.633 acres |
| Li | China | 1.890 ft. |
| Liang | China | 1.3156 ounces |
| Libra (lb.) | Argentine Republic | 1.0128 lbs. |
| Libra | Central America | 1.014 lbs. |
| Libra | Chile | 1.014 lbs. |
| Libra | Cuba | 1.0143 lbs. |
| Libra | Mexico | 1.01467 lbs. |
| Libra | Peru | 1.0143 lbs. |
| Libra | Portugal | 1.011 lbs. |
| Libra | Spain | 1.0144 lbs. |
| Libra | Uruguay | 1.0143 lbs. |
| Libra | Venezuela | 1.0143 lbs. |
| Litre | Metric | 1.0567 liq. qts. |
| Litre | Metric | 0.90810 dry qts. |
| Livre (lb) | Greece | 1.1 lbs. |
| Livre | Guiana (Dutch) | 1.089 lbs. |
| Load (timber) | England | 50 cu. ft. |
| Lumber (std.) | in Europe | 165 cu. ft. or 1,980 ft. b.m. |
| Manzana | Nicaragua | 1.742 acres |
| Manzana | Costa Rica, Salvador | 1.727 acres |
| Marc | Bolivia | 0.507 lbs. |
| Maund | India | 82 1/7 lbs. |
| Meter | Metric | 39.37 inches |
| Mil | Denmark | 4.68 miles |
| Mil (geographic) | Denmark | 4.61 miles |
| Milla | Nicaragua | 1.1594 miles |
| Milla | Honduras | 1.1493 miles |
| Mina (old) | Greece | 2.202 lbs. |
| Momme | China | 0.132 ounce |
| Morgen | Prussia | 0.63 acre |
| Mou | China | 0.1518 acre |
| Oke | Egypt | 2.8052 lbs. |
| Oke Oiqus | Greece | 2.82 lbs. |
| Oke | Turkey | 2.828 lbs. |
| Pie | Egypt | 22.83 inches |
| Picul | Borneo & Celebes | 135.64 lbs. |
| Picul | China | 133⅓ lbs. |
| Picul | Egypt | 21¼ inches |
| Picul | Java | 136.16 lbs. |
| Picul | Philippine Islands | 139.44 lbs. |
| Pie | Argentine Republic | 0.94708 foot |
| Pie | Spain | 0.91416 foot |
| Pik | Turkey | 27.9 inches |
| Pood | Russia | 36.133 lbs. |
| Pund (lb.) | Denmark | 1.102 lbs. |
| Quart | British Empire | 1.20094 liq. qt. |
| Quart | British Empire | 1.03205 bu. |
| Quarter | Great Britain | 8.256 dry |
| Quarter | London (coal) | 36 bu. qt. |
| Quintal | Argentine Republic | 220.46 lbs. |
| Quintal | Brazil | 129.54 lbs. |
| Quintal | Castile, Peru | 101.43 lbs. |
| Quintal | Chile | 101.41 lbs. |
| Quintal | Greece | 123.2 lbs. |
| Quintal | Mexico | 101.47 lbs |
| Quintal | Newfoundland (fish) | 112 lbs. |
| Quintal | Paraguay | 100 lbs. |
| Quintal | Syria | 125 lbs. |
| Ri | Japan | 2.44 miles |
| Rottle | Palestine (south) | 6.35 lbs. |
| Rottle | Syria | 5¾ lbs. |
| Sack (flour) | England | 280 lbs. |
| Sagene | Russia | 7 feet |
| Salm | Malta | 8.2 bu. |
| Se | Japan | 0.02451 acre |
| Seer | India | 2 1/35 lbs. |
| Shaku | Japan | 11.9303 inches |
| Sheng | China | 2.7354 gals. |
| Sho | Japan | 1.91 liq. quarts |
| Skaulpund | Sweden | 0.937 lbs. |
| Standard (St. Petersburg) | Lumber measure | 165 cu. ft. |
| Stone | British | 14 lbs. |
| Suerte | Uruguay | 2,700 cuadras (see cuadra) |
| Sun | Japan | 1.193 ins. |
| Tael (Kuping) | China | 575.64 grs. (troy |
| Tan | Japan | 0.25 acre |
| Tchetvert | Russia | 5.96 bu. |
| To | Japan | 2.05 pecks |
| Tola | India | 0.30 lbs. |
| Ton | Space measure | 40 cu. ft. |
| Tonde (cereals) | Denmark | 3.9480 bu. |
| Tonde Land | Denmark | 1.36 acres |
| Tonne | France | 2204.62 lbs. |
| Tsubo | Japan | 35.58 sq. ft. |
| Tsun | China | 1.26 ins. |
| Tunna (wheat) | Sweden | 4.5 bu. |
| Tunnland | Sweden | 1.22 acres |
| Vara | Argentine Republic | 34.0944 inches |
| Vara | Costa Rica, Salvador | 32.913 inches |
| Vara | Curacao | 33.375 inches |
| Vara | Dominican Repub. | 0.914117 yard |
| Vara | Guatemala | 32.909 inches |
| Vara | Honduras | 32.953 inches |
| Vara | Nicaragua | 33.057 inches |
| Vara | Chile and Peru | 32.913 inches |
| Vara | Cuba | 33.386 inches |
| Vara | Mexico | 32.992 inches |
| Vara | Paraguay | 34 inches |
| Vara | Spain | 0.914117 yard |
| Vara | Venezuela | 33.384 inches |
| Vedro | Russia | 2.707 gals. |
| Vergees | Isle of Jersey | 71.1 square rods |
| Verst | Russia | 0.663 mile |
| Vicka | Poland | 41.50 acres |
| Way | Scotland and Ireland | 41.282 bu. |

# TRAFFIC ABBREVIATIONS

A-1—First Class.
a.a.r.—Against all risks.
Ad.val.—Ad Valorem.
A.W.—Actual Weight.
B.B.—Below bridges.
B.D.—Bar-draft.
Bd.ft.—Board feet.
B.E.—Bill of exchange.
B/L or B.L.—Bill of lading.
B.M.—Board measure.
B.O.—Buyer's option.
b.t.—Berth terms.
°C—Degree centigrade.
canclg.—Cancelling.
c.f.—Cublic feet.
C.&F.—Cost & Freight.
Charter-party—Form of contract between merchant and owner.
c.i.—Cost insurance.
ci—Certificate of insurance.
c.i.f.—Cost, insurance & freight.
C.I.F.C.I.—Cost, insurance, freight, collection interest.
C.I.F. & E.—Cost, insurance, freight & exchange.
C.L.—Carload.
Consignee—The part to whom goods or vessels are consigned.
c.p.d.—Charterers pay dues.
C.R.—Carriers risk.
C.T.B.—Chief of tariff bureau.
c.t.l.o.—Constructive total loss only.
Cwt.—Hundredweight.
D.A.—Documents for acceptance (foreign banking).
D.A. clause—Vessel must discharge afloat.
D.B. & B.—Deals, Battans & Boards.
dbk—Drawback.
Desp.—Despatch.
D1 or 2T1—Double first class.
d.l.o.—Dispatch loading only.
d.p.—Direct port.
"dreading"—Option general cargo.
d.w.—Dead weight (tons of 2240 lbs.).
E.B.—East bound.
e.g.—For example.
Est.wt.—Estimated weight.
Ex.B.L.—Exchange bill of lading.
excldg.—Excluding.
°F—Degrees Fahrenheit.
f.a.a.—Free of all average.
f.a.s.—Free alongside ship.
F.O.B.—Free on board (at a certain point) indicating that there are to be no charges for drayage or other form of transfer up to the point designated.
G.S.—General specials—a term used to designate general special commodities in classification of express matter.
Hhd.—Hogshead.
H.P.—Horsepower (of engines).
Ib., ibid—ibidem (in the same place), a term referring to a preceding footnote or other references.
K.D.—Knocked down.
K.D.C.L.—Knocked down in carloads.
K.D.L.C.L.—Knocked down in less than carloads.
L.C.L.—less than carload lot.
N.E.S.—Not otherwise specified.
N.O.H.P.—Not otherwise herein provided.
N.O.I.B.N.—Not otherwise indexed by name.
Nastd. — Nested, articles that are packed one within another.
O.R.—Owners risk.
O.R.B.—Owners risk of breakage meaning same as O.R.
O.R.C.—Owners risk of chafing.
O.R.L.—Owners risk of leakage.
O.R.W.—Owners risk of becoming wet.
S.U.—Set up.
S.U.C.L.—Set up in carloads.
S.U.L.C.L.—Set up in less than carloads.
W.B.—West bound, or waybill.

## IATA TRAFFIC GLOSSARY

(*Continued from page 79*)

arrival and inward point of departure of which are not the same.

**TRIP, ROUND**, which is equivalent to the term return journey, means (a) travel from one point to another and return by the same air route used outbound whether or not the fares outbound and inbound be the same, or (b) travel from one point to another and return by an air route different from that used outbound for which the same normal, through, one-way fare is established.

**VALIDATE, TO** means to stamp or write on the passenger ticket an indication that the passenger ticket has been officially issued by the carrier.

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# WORLD RADIO AND CABLE RATES FROM U. S.

**Time and Money-Saving Hints When Sending International Messages**

| COUNTRY | FULL RATE (FR) Minimum 5 Words | FULL RATE (FR) Additional per Word | CABLE LETTER (LT) Minimum 22 Words | CABLE LETTER (LT) Additional per Word |
|---|---|---|---|---|
| Alaska | ● | ● | ● | ● |
| Argentina | $1.35 | $.27 | $2.97 | $.13½ |
| Australia | 1.15 | .23 | 2.53 | .11½ |
| Austria | 1.15 | .23 | 2.53 | .11½ |
| Belgian Congo | 1.50 | .30 | 3.30 | .15 |
| Belgium | 1.15 | .23 | 2.53 | .11½ |
| Bolivia | 1.35 | .27 | 2.97 | .13½ |
| Brazil | 1.35 | .27 | 2.97 | .13½ |
| British Guiana | 1.15 | .23 | 2.53 | .11½ |
| British Honduras | 1.15 | .23 | 2.53 | .11½ |
| Canada | ▲ | ▲ | ▲ | ▲ |
| Ceylon | 1.15 | .23 | 2.53 | .11½ |
| Chile | 1.35 | .27 | 2.97 | .13½ |
| Colombia | 1.35 | .27 | 2.97 | .13½ |
| Costa Rica | 1.35 | .27 | 2.97 | .13½ |
| Cuba | .95 | .19 | 2.09 | .09½ |
| Czechoslovakia | 1.15 | .23 | 2.53 | .11½ |
| Denmark | 1.15 | .23 | 2.53 | .11½ |
| Dominican Republic | .95 | .19 | 2.09 | .09½ |
| Ecuador | 1.35 | .27 | 2.97 | .13½ |
| Egypt | 1.50 | .30 | 3.30 | .15 |
| El Salvador | 1.35 | .27 | 2.97 | .13½ |
| Finland | 1.15 | .23 | 2.53 | .11½ |
| France | 1.15 | .23 | 2.53 | .11½ |
| French West Africa | 1.50 | .30 | 3.30 | .15 |
| French West Indies | .95 | .19 | 2.09 | .09½ |
| Germany | 1.15 | .23 | 2.53 | .11½ |
| Greece | 1.15 | .23 | 2.53 | .11½ |
| Guatemala | 1.35 | .27 | 2.97 | .13½ |
| Haiti | .95 | .19 | 2.09 | .09½ |
| Hawaii (Honolulu and Oahu) | .95 | .19 | 2.09 | .09½ |
| Honduras | 1.35 | .27 | 2.97 | .13½ |
| Hong Kong | 1.15 | .23 | 2.53 | .11½ |
| Iceland | 1.15 | .23 | 2.53 | .11½ |
| India | 1.15 | .23 | 2.53 | .11½ |
| Indonesia | 1.50 | .30 | 3.30 | .15 |
| Iran | 1.50 | .30 | 3.30 | .15 |

| COUNTRY | FULL RATE (FR) Minimum 5 Words | FULL RATE (FR) Additional per Word | CABLE LETTER (LT) Minimum 22 Words | CABLE LETTER (LT) Additional per Word |
|---|---|---|---|---|
| Iraq | 1.50 | .30 | 3.30 | .15 |
| Ireland (Eire) | .95 | .19 | 2.09 | .09½ |
| Israel | 1.50 | .30 | 3.30 | .15 |
| Italy | 1.15 | .23 | 2.53 | .11½ |
| Jamaica | .95 | .19 | 2.09 | .09½ |
| Japan | 1.50 | .30 | 3.30 | .15 |
| Liberia | 1.15 | .23 | 2.53 | .11½ |
| Mexico | ● | ● | ● | ● |
| Netherlands | 1.15 | .23 | 2.53 | .11½ |
| Netherlands Antilles | .95 | .19 | 2.09 | .09½ |
| Netherlands Guiana | 1.35 | .27 | 2.97 | .13½ |
| New Zealand | 1.15 | .23 | 2.53 | .11½ |
| Nicaragua | 1.35 | .27 | 2.97 | .13½ |
| Norway | 1.15 | .23 | 2.53 | .11½ |
| Pakistan | 1.15 | .23 | 2.53 | .11½ |
| Panama | 1.35 | .27 | 2.97 | .13½ |
| Paraguay | 1.35 | .27 | 2.97 | .13½ |
| Peru | 1.35 | .27 | 2.97 | .13½ |
| Philippine Republic | 1.50 | .30 | 3.30 | .15 |
| Poland | 1.15 | .23 | 2.53 | .11½ |
| Portugal | 1.15 | .23 | 2.53 | .11½ |
| Portuguese East Africa | 1.50 | .30 | 3.30 | .15 |
| Portuguese West Africa | 1.50 | .30 | 3.30 | .15 |
| Puerto Rico | .95 | .19 | 2.09 | .09½ |
| Saudi Arabia | 1.50 | .30 | 3.30 | .15 |
| Singapore and Malayan Union | 1.15 | .23 | 2.53 | .11½ |
| Spain | 1.15 | .23 | 2.53 | .11½ |
| Sweden | 1.15 | .23 | 2.53 | .11½ |
| Switzerland | 1.15 | .23 | 2.53 | .11½ |
| Syria | 1.50 | .30 | 3.30 | .15 |
| Trinidad | .95 | .19 | 2.09 | .09½ |
| Turkey | 1.15 | .23 | 2.53 | .11½ |
| Union of South Africa | 1.15 | .23 | 2.53 | .11½ |
| United Kingdom | .95 | .19 | 2.09 | .09½ |
| Uruguay | 1.35 | .27 | 2.97 | .13½ |
| Venezuela | 1.35 | .27 | 2.97 | .13½ |
| Virgin Islands | .95 | .19 | 2.09 | .09½ |

★ Rates to Fairbanks: Day Message (10 words), $3.10; Night Letter (25 words), $2.60; Day Letter (50 words), $3.85.
▲ Rates to Montreal: Day Message (10 words), 72¢; Night Letter (50 words), $1.75.
● Rates to Mexico City: Day Message (10 words), $1.75; Day Letter (50 words), $2.63; Night Letter (50 words), $1.75.
IMPORTANT: All the above rates are subject to a 10% Federal Tax. United States possessions are subject to a tax of 25%.

**1.** A cable code address of your own choice may be registered at any Western Union office in the United States provided it does not conflict with some other code address already on file. An abbreviated address makes it possible to save words in the signature of a message and will reduce the cost to foreign correspondents when they address messages in reply. Frequently a firm in this country and its foreign correspondent will register an identical cable address and confine its use to the exclusive exchange of messages between themselves. This is known as a reversible address and obviates the need for a signature on messages, thus saving the cost for one word. The charge for a registered address in this country is $7 annually or $4 for six months.

**2.** When sending a message to one person at the address of another the phrase "in care of" is usually used. In such cases it is preferable to substitute the abbreviated international indicator "chez"; for example, "ROBERTS CHEZ JOHNSTON 2 RUE DES ITALIENS PARIS" instead "ROBERTS IN CARE OF JOHNSTON ETC."

**3.** Frequently cable users select LT (overnight) service for sending short messages. A good rule to follow is to always use FR (full-rate) service when the message is 11 words or less—you can get the fast service and the cost is less.

**4.** Frequently the sender of a full-rate or LT message wishes to prepay the charges for a reply to his message. In such instances the indicator "RP" (reply paid) and the figures showing the amount prepaid are inserted before the addressee's name by the local telegraph clerk. The cost is for one word plus the amount prepaid for the reply. Since the charges for messages from various countries are substantially different in most cases, it is important that sufficient funds be sent to cover the cost of a reply.

**5.** Full-rate or LT messages will be forwarded to an addressee who has left the place to which the message was originally addressed if the indicator "FS" is placed before the addressee's name. The charge is for one word. Additional forwarding addresses may be furnished (which are charged for) or the sender may rely on the addressee leaving a forwarding address each time he moves on. The sender must agree to pay the forwarding charges in the event the addressee declines to do so or if the message is forwarded but undelivered.

**6.** Collect messages are **not** available (other than for Government and Press) except between the United States and possessions and to and from Canada and Mexico.

**7.** Usually foreign telegraph administrations will not make delivery of messages to business addresses after the close of the regular business day, unless special "after-hour" delivery intructions are on hand. However, you can insure the prompt delivery of full-rate messages after business hours if the word "NUIT" is inserted before the addressee's name. The charge is for one word.

**8.** A report of the time and date of delivery of a full-rate message may be obtained from the office at destination if the indicator "PC" or "PCP" is inserted before the addressee's name. The indicator "PC" means that a report will be furnished by cable; the cost is for one word plus a six word reply. "PCP" means a report will be furnished by mail; the cost is for only one word.

**9.** If you plan to travel abroad, Western Union International Communications, 60 Hudson St., New York 13, N. Y., will be glad to furnish a credit card which will enable you to send messages without prepayment from Western Union offices abroad and the telegraph offices of many foreign administrations. Credit cards may also be obtained from any of the Regional Managers by simply addressing a request to him.

**10.** If the sender of a full-rate message wishes delivery to be made to the addressee in person, the indicator "MP" or "MAINS PROPRES" (meaning Personal Delivery) must be inserted before the addressee's name. The cost is for one word. There are a few countries where this service is not available; your local Western Union office should be consulted for such information.

**11.** Full-rate or LT messages may be sent to an addressee in care of a foreign post office by inserting the indicator "GP" or "Poste Restante" before the addressee's name. Messages may also be sent in care of the destination telegraph office by inserting the indicator "TR" or "Telegraph Restant." The cost is for one word.

**12.** Full-rate messages will be telephoned quickly to the addressee at destination by inserting before the addressee's name the indicator "TF" (for telephone) followed by the addressee's telephone number, if available; for example, "TF PASSY 5074 SMITH PARIS." Telephone delivery will not be made, however, if it is contrary to the regulations of the administration to which the destination office is subject, or if the addressee has specifically requested that messages addressed to him should not be delivered by telephone. The charge is for one word.

# WESTERN UNION'S HANDY CHART OF CABLE CHARGES

ALL AROUND THE WORLD

Select Word Rate of Destination From Adjoining Tables

## FULL RATE (FR)

| NBR OF WDS | per word $0.19 | $0.23 | $0.27 | $0.30 | NBR OF WDS | per word $0.19 | $0.23 | $0.27 | $0.30 |
|---|---|---|---|---|---|---|---|---|---|
| *5 | 0.95 | 1.15 | 1.35 | 1.50 | 53 | 10.07 | 12.19 | 14.31 | 15.90 |
| 6 | 1.14 | 1.38 | 1.62 | 1.80 | 54 | 10.26 | 12.42 | 14.58 | 16.20 |
| 7 | 1.33 | 1.61 | 1.89 | 2.10 | 55 | 10.45 | 12.65 | 14.85 | 16.50 |
| 8 | 1.52 | 1.84 | 2.16 | 2.40 | 56 | 10.64 | 12.88 | 15.12 | 16.80 |
| 9 | 1.71 | 2.07 | 2.43 | 2.70 | 57 | 10.83 | 13.11 | 15.39 | 17.10 |
| 10 | 1.90 | 2.30 | 2.70 | 3.00 | 58 | 11.02 | 13.34 | 15.66 | 17.40 |
| 11 | 2.09 | 2.53 | 2.97 | 3.30 | 59 | 11.21 | 13.57 | 15.93 | 17.70 |
| 12 | 2.28 | 2.76 | 3.24 | 3.60 | 60 | 11.40 | 13.80 | 16.20 | 18.00 |
| 13 | 2.47 | 2.99 | 3.51 | 3.90 | 61 | 11.59 | 14.03 | 16.47 | 18.30 |
| 14 | 2.66 | 3.22 | 3.78 | 4.20 | 62 | 11.78 | 14.26 | 16.74 | 18.60 |
| 15 | 2.85 | 3.45 | 4.05 | 4.50 | 63 | 11.97 | 14.49 | 17.01 | 18.90 |
| 16 | 3.04 | 3.68 | 4.32 | 4.80 | 64 | 12.16 | 14.72 | 17.28 | 19.20 |
| 17 | 3.23 | 3.91 | 4.59 | 5.10 | 65 | 12.35 | 14.95 | 17.55 | 19.50 |
| 18 | 3.42 | 4.14 | 4.86 | 5.40 | 66 | 12.54 | 15.18 | 17.82 | 19.80 |
| 19 | 3.61 | 4.37 | 5.13 | 5.70 | 67 | 12.73 | 15.41 | 18.09 | 20.10 |
| 20 | 3.80 | 4.60 | 5.40 | 6.00 | 68 | 12.92 | 15.64 | 18.36 | 20.40 |
| 21 | 3.99 | 4.83 | 5.67 | 6.30 | 69 | 13.11 | 15.87 | 18.63 | 20.70 |
| 22 | 4.18 | 5.06 | 5.94 | 6.60 | 70 | 13.30 | 16.10 | 18.90 | 21.00 |
| 23 | 4.37 | 5.29 | 6.21 | 6.90 | 71 | 13.49 | 16.33 | 19.17 | 21.30 |
| 24 | 4.56 | 5.52 | 6.48 | 7.20 | 72 | 13.68 | 16.56 | 19.44 | 21.60 |
| 25 | 4.75 | 5.75 | 6.75 | 7.50 | 73 | 13.87 | 16.79 | 19.71 | 21.90 |
| 26 | 4.94 | 5.98 | 7.02 | 7.80 | 74 | 14.06 | 17.02 | 19.98 | 22.20 |
| 27 | 5.13 | 6.21 | 7.29 | 8.10 | 75 | 14.25 | 17.25 | 20.25 | 22.50 |
| 28 | 5.32 | 6.44 | 7.56 | 8.40 | 76 | 14.44 | 17.48 | 20.52 | 22.80 |
| 29 | 5.51 | 6.67 | 7.83 | 8.70 | 77 | 14.63 | 17.71 | 20.79 | 23.10 |
| 30 | 5.70 | 6.90 | 8.10 | 9.00 | 78 | 14.82 | 17.94 | 21.06 | 23.40 |
| 31 | 5.89 | 7.13 | 8.37 | 9.30 | 79 | 15.01 | 18.17 | 21.33 | 23.70 |
| 32 | 6.08 | 7.36 | 8.64 | 9.60 | 80 | 15.20 | 18.40 | 21.60 | 24.00 |
| 33 | 6.27 | 7.59 | 8.91 | 9.90 | 81 | 15.39 | 18.63 | 21.87 | 24.30 |
| 34 | 6.46 | 7.82 | 9.18 | 10.20 | 82 | 15.58 | 18.86 | 22.14 | 24.60 |
| 35 | 6.65 | 8.05 | 9.45 | 10.50 | 83 | 15.77 | 19.09 | 22.41 | 24.90 |
| 36 | 6.84 | 8.28 | 9.72 | 10.80 | 84 | 15.96 | 19.32 | 22.68 | 25.20 |
| 37 | 7.03 | 8.51 | 9.99 | 11.10 | 85 | 16.15 | 19.55 | 22.95 | 25.50 |
| 38 | 7.22 | 8.74 | 10.26 | 11.40 | 86 | 16.34 | 19.78 | 23.22 | 25.80 |
| 39 | 7.41 | 8.97 | 10.53 | 11.70 | 87 | 16.53 | 20.01 | 23.49 | 26.10 |
| 40 | 7.60 | 9.20 | 10.80 | 12.00 | 88 | 16.72 | 20.24 | 23.76 | 26.40 |
| 41 | 7.79 | 9.43 | 11.07 | 12.30 | 89 | 16.91 | 20.47 | 24.03 | 26.70 |
| 42 | 7.98 | 9.66 | 11.34 | 12.60 | 90 | 17.10 | 20.70 | 24.30 | 27.00 |
| 43 | 8.17 | 9.89 | 11.61 | 12.90 | 91 | 17.29 | 20.93 | 24.57 | 27.30 |
| 44 | 8.36 | 10.12 | 11.88 | 13.20 | 92 | 17.48 | 21.16 | 24.84 | 27.60 |
| 45 | 8.55 | 10.35 | 12.15 | 13.50 | 93 | 17.67 | 21.39 | 25.11 | 27.90 |
| 46 | 8.74 | 10.58 | 12.42 | 13.80 | 94 | 17.86 | 21.62 | 25.38 | 28.20 |
| 47 | 8.93 | 10.81 | 12.69 | 14.10 | 95 | 18.05 | 21.85 | 25.65 | 28.50 |
| 48 | 9.12 | 11.04 | 12.96 | 14.40 | 96 | 18.24 | 22.08 | 25.92 | 28.80 |
| 49 | 9.31 | 11.27 | 13.23 | 14.70 | 97 | 18.43 | 22.31 | 26.19 | 29.10 |
| 50 | 9.50 | 11.50 | 13.50 | 15.00 | 98 | 18.62 | 22.54 | 26.46 | 29.40 |
| 51 | 9.69 | 11.73 | 13.77 | 15.30 | 99 | 18.81 | 22.77 | 26.73 | 29.70 |
| 52 | 9.88 | 11.96 | 14.04 | 15.60 | 100 | 19.00 | 23.00 | 27.00 | 30.00 |

*MINIMUM CHARGE—5 WORDS

## CABLE LETTER (LT)

| NBR OF WDS | per word $.09½ | $.11½ | $.13½ | $ .15 | NBR OF WDS | per word $.09½ | $.11½ | $.13½ | $ .15 |
|---|---|---|---|---|---|---|---|---|---|
| †22 | 2.09 | 2.53 | 2.97 | 3.30 | 70 | 6.65 | 8.05 | 9.45 | 10.50 |
| 23 | 2.19 | 2.65 | 3.11 | 3.45 | 71 | 6.75 | 8.17 | 9.59 | 10.65 |
| 24 | 2.28 | 2.76 | 3.24 | 3.60 | 72 | 6.84 | 8.28 | 9.72 | 10.80 |
| 25 | 2.38 | 2.88 | 3.38 | 3.75 | 73 | 6.94 | 8.40 | 9.86 | 10.95 |
| 26 | 2.47 | 2.99 | 3.51 | 3.90 | 74 | 7.03 | 8.51 | 9.99 | 11.10 |
| 27 | 2.57 | 3.11 | 3.65 | 4.05 | 75 | 7.13 | 8.63 | 10.13 | 11.25 |
| 28 | 2.66 | 3.22 | 3.78 | 4.20 | 76 | 7.22 | 8.74 | 10.26 | 11.40 |
| 29 | 2.76 | 3.34 | 3.92 | 4.35 | 77 | 7.32 | 8.86 | 10.40 | 11.55 |
| 30 | 2.85 | 3.45 | 4.05 | 4.50 | 78 | 7.41 | 8.97 | 10.53 | 11.70 |
| 31 | 2.95 | 3.57 | 4.19 | 4.65 | 79 | 7.51 | 9.09 | 10.67 | 11.85 |
| 32 | 3.04 | 3.68 | 4.32 | 4.80 | 80 | 7.60 | 9.20 | 10.80 | 12.00 |
| 33 | 3.14 | 3.80 | 4.46 | 4.95 | 81 | 7.70 | 9.32 | 10.94 | 12.15 |
| 34 | 3.23 | 3.91 | 4.59 | 5.10 | 82 | 7.79 | 9.43 | 11.07 | 12.30 |
| 35 | 3.33 | 4.03 | 4.73 | 5.25 | 83 | 7.89 | 9.55 | 11.21 | 12.45 |
| 36 | 3.42 | 4.14 | 4.86 | 5.40 | 84 | 7.98 | 9.66 | 11.34 | 12.60 |
| 37 | 3.52 | 4.26 | 5.00 | 5.55 | 85 | 8.08 | 9.78 | 11.48 | 12.75 |
| 38 | 3.61 | 4.37 | 5.13 | 5.70 | 86 | 8.17 | 9.89 | 11.61 | 12.90 |
| 39 | 3.71 | 4.49 | 5.27 | 5.85 | 87 | 8.27 | 10.01 | 11.75 | 13.05 |
| 40 | 3.80 | 4.60 | 5.40 | 6.00 | 88 | 8.36 | 10.12 | 11.88 | 13.20 |
| 41 | 3.90 | 4.72 | 5.54 | 6.15 | 89 | 8.46 | 10.24 | 12.02 | 13.35 |
| 42 | 3.99 | 4.83 | 5.67 | 6.30 | 90 | 8.55 | 10.35 | 12.15 | 13.50 |
| 43 | 4.09 | 4.95 | 5.81 | 6.45 | 91 | 8.65 | 10.47 | 12.29 | 13.65 |
| 44 | 4.18 | 5.06 | 5.94 | 6.60 | 92 | 8.74 | 10.58 | 12.42 | 13.80 |
| 45 | 4.28 | 5.18 | 6.08 | 6.75 | 93 | 8.84 | 10.70 | 12.56 | 13.95 |
| 46 | 4.37 | 5.29 | 6.21 | 6.90 | 94 | 8.93 | 10.81 | 12.69 | 14.10 |
| 47 | 4.47 | 5.41 | 6.35 | 7.05 | 95 | 9.03 | 10.93 | 12.83 | 14.25 |
| 48 | 4.56 | 5.52 | 6.48 | 7.20 | 96 | 9.12 | 11.04 | 12.96 | 14.40 |
| 49 | 4.66 | 5.64 | 6.62 | 7.35 | 97 | 9.22 | 11.16 | 13.10 | 14.55 |
| 50 | 4.75 | 5.75 | 6.75 | 7.50 | 98 | 9.31 | 11.27 | 13.23 | 14.70 |
| 51 | 4.85 | 5.87 | 6.89 | 7.65 | 99 | 9.41 | 11.39 | 13.37 | 14.85 |
| 52 | 4.94 | 5.98 | 7.02 | 7.80 | 100 | 9.50 | 11.50 | 13.50 | 15.00 |
| 53 | 5.04 | 6.10 | 7.16 | 7.95 | 101 | 9.60 | 11.62 | 13.64 | 15.15 |
| 54 | 5.13 | 6.21 | 7.29 | 8.10 | 102 | 9.69 | 11.73 | 13.77 | 15.30 |
| 55 | 5.23 | 6.33 | 7.43 | 8.25 | 103 | 9.79 | 11.85 | 13.91 | 15.45 |
| 56 | 5.32 | 6.44 | 7.56 | 8.40 | 104 | 9.88 | 11.96 | 14.04 | 15.60 |
| 57 | 5.42 | 6.56 | 7.70 | 8.55 | 105 | 9.98 | 12.08 | 14.18 | 15.75 |
| 58 | 5.51 | 6.67 | 7.83 | 8.70 | 106 | 10.07 | 12.19 | 14.31 | 15.90 |
| 59 | 5.61 | 6.79 | 7.97 | 8.85 | 107 | 10.17 | 12.31 | 14.45 | 16.05 |
| 60 | 5.70 | 6.90 | 8.10 | 9.00 | 108 | 10.26 | 12.42 | 14.58 | 16.20 |
| 61 | 5.80 | 7.02 | 8.24 | 9.15 | 109 | 10.36 | 12.54 | 14.72 | 16.35 |
| 62 | 5.89 | 7.13 | 8.37 | 9.30 | 110 | 10.45 | 12.65 | 14.85 | 16.50 |
| 63 | 5.99 | 7.25 | 8.51 | 9.45 | 111 | 10.55 | 12.77 | 14.99 | 16.65 |
| 64 | 6.08 | 7.36 | 8.64 | 9.60 | 112 | 10.64 | 12.88 | 15.12 | 16.80 |
| 65 | 6.18 | 7.48 | 8.78 | 9.75 | 113 | 10.74 | 13.00 | 15.26 | 16.95 |
| 66 | 6.27 | 7.59 | 8.91 | 9.90 | 114 | 10.83 | 13.11 | 15.39 | 17.10 |
| 67 | 6.37 | 7.71 | 9.05 | 10.05 | 115 | 10.93 | 13.23 | 15.53 | 17.25 |
| 68 | 6.46 | 7.82 | 9.18 | 10.20 | 116 | 11.02 | 13.34 | 15.66 | 17.40 |
| 69 | 6.56 | 7.94 | 9.32 | 10.35 | 117 | 11.12 | 13.46 | 15.80 | 17.55 |

†MINIMUM CHARGE—22 WORDS

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**The numbered paragraphs on this page correspond with the numbers appearing in the prepaid order card attached here for your convenience. To order one or more pieces of literature, or other types of materials, at *absolutely no charge to you or your firm*, just encircle the corresponding number in the order card, fill in the required information, and mail it in. *Air Transportation* will do the rest of the job.**

**66** *One-Man Crew*, an eight-page circular completely describing a recently introduced materials-handling system. Included are descriptions of the system, how it works and can be utilized, and its advantages. While initially developed to cut costs of materials handling on various types of freight terminals, the system may also be adapted to receiving and shipping operations in general industry and commerce.

**67** Colorful descriptive bulletin on the new 3,000-pound capacity fork lift, Hustler Pug.

**68** The complete story of Scotch Filament Tape and how to use it for heavy-duty packaging and materials handling.

**69** Twelve-page condensed guide of industrial trucks and attachments manufactured by the Hyster Company. The book covers Hyster's complete line of basic truck models. Profusely illustrated.

**70** Is your mail heavy? We suggest you read carefully the valuable new booklet *5 Case Studies of Major Savings in Time and Money*—this together with the description of a new mail inserting machine which automatically collates and nests enclosures, opens and stuffs envelopes, counts, seals, stacks, and optionally imprints postage at speeds up to 6,000 an hour.

**71** Scandinavian Airlines System's Cargo Connection Timetable, an excellent compilation designed to save time for the shipper. Divided into two sections, it (a) lists all Eastbound flights from New York International Airport to SAS' nine West European gateway cities, and (b) it details the flight schedules from these to the 41 other cities served by the airline in Europe, Africa, and Asia.

**72** Literature on the USS Gerrard Model 12 Automatic Round Steel Strapping Machine, said to be one of the lowest-cost automatic strapping machines on the market. Speed is up to 24 ties per minute.

**73** *How to Ship Heavy Products in Corrugated Boxes*, another of Hinde & Dauch's excellent booklets in its Little Packaging Library. This 28-page booklet offers a dozen illustrated case studies on the packaging of such heavy products as pumps, machine parts, motors, plastics and nails.

**74** New 16-page catalog describing a company's complete line of materials-handling containers constructed of vulcanized fibre.

**75** *Cost Saving Packaging*, an interesting 12-page brochure which cites case histories in the commercial, automotive, industrial, electronic, aircraft, and materials-handling fields where Celotex fiber board has been used for economical protective packaging to brace, block, and cushion a variety of products.

## New Items This Month

It is the policy of the editors to retain each *Come 'n' Get It* item for a period of three months.

The items added this month are numbers 94 to 111 inclusive.

**76** Descriptive literature on the domestic air freight services of Northwest Orient Airlines.

**77** Descriptive literature on the air freight services of Northwest Orient Airlines to Alaska and Hawaii.

**78** Descriptive literature on the air freight services of Northwest Orient Airlines to the Orient.

**79** *You Don't Need 20/20 Vision*, newest brochure describing the advantages of shipping by air express.

**80** Check this number if you wish to arrange for a showing of the color sound slidefilm, *Simple Arithmetic in Packaging*, on the subject of corrugated bulk containers. The film is based on nine case histories and documents the savings in materials handling and packaging made possible by corrugated bulk containers of various types. Included are bulk containers for chemicals, tufting yarn, slab wax, electrical controls, synthetic rubber, tractor parts, gasoline engines, plastic pellets, and welding electrodes.

**81** Are you shipping transatlantic to destinations in Africa? BOAC has produced a handy little guide covering all African destinations, from Algiers to Zanzibar.

**82** Sample copy of the *American Import & Export Bulletin*, monthly magazine, which details all the latest developments in the field of import-export, opportunities for import buyers, exporters, changes in governmental laws and regulations, etc.

**83** Descriptive bulletin on a newly improved model of a rider-type low lift pallet truck of 4,000-pound capacity. It has three speeds in forward and reverse.

**84** Descriptive literature on a new-type marking unit that permits automatic assembly-line marking of various size packages without operators or line stops for size adjustment.

**85** *Some Eye-Opening Facts I Found Out About Parcel Post*, a 12-page illustrated booklet which gives you the "inside" on how parcel post is handled, what you've got to guard against, how to beat the bottlenecks, etc. We recommend it.

**86** Four-page illustrated bulletin describing the gasoline-powered Baker Model FGF-20 fork lift truck. Capacity is one ton at 48 inches.

**87** Another illustrated bulletin which describes the battery-powered Baker Model FT-20 fork lift truck. Like the FGF-20, its capacity is one ton at 48 inches.

**88** New bulletin on the Rapistan 2" diameter Rapid-Roller gravity conveyor. Fully illustrated with photos and drawings.

**89** Folder listing the air cargo rates of Qantas Empire Airways from points in the United States and Canada to Sydney, Australia; Auckland, New Zealand; and Nanda, Fiji.

**90** New four-page folder illustrating and describing the Elwell-Parker Model F-38T2 2,000-pound capacity fork truck. Reported to have the "fastest lift and travel speeds of any comparable model."

**91** Air Express Memorandum Tariff showing current rates from the airport in your community to all airport cities in the United States.

**92** *Jet Trails*, Air France's new publication which international business travelers will find particularly helpful.

**93** Information on a new lightweight, tough rayon fabric, used as a cover instead of canvas. Reputed to be extra strong, long-lasting, fire- and water-resistant, and mildew- and rot-proof. Also highly resistant to oils and chemicals.

**94** How to move heavy loads in shipping, maintenance and service in a simple, modern way is the subject of a 16-page booklet. It is fully illustrated with photos and diagrams, showing how roller skids make the job easier.

**95** A four-page illustrated bulletin explains a simplified method of addressing and marking labels, tags, and cartons, through the use of a small hand stencil duplicator.

**96** Such questions as, *What will a lift truck do?* and *Will it stand up in tough service?* and *Is it easy to service?* are answered in a new catalog produced by a leading lift truck manufacturer.

**97** *Moving Mountains*, a 27-minute, 16 mm. color and sound film portrayal of man's efforts through the centuries to improve and speed his ability to move goods and material is available without charge for showings. Excellent for business and industrial groups.

**98** The Flying Tiger Line, scheduled domestic all-cargo airline, has made available a brochure which details its new *Super-H Constellation* transcontinental service. Includes Flying Tigers' special services to shippers, as well as a list of all its offices.

**99** Are you a shipper of hard-to-ship commodities such as hygroscopic and deliquescent materials, corrosive and efflorescent chemicals, oily products, alkaline products, etc.? Here's a new descriptive brochure on an economical multi-wall foil bag for the shipment of such materials.

**100** A well-known freight forwarding firm is offering plastic, eight-inch rulers to readers of this page. Handy for all executives and shipping departments.

**101** Here is a four-page, two-color brochure giving complete specifications and drawings of the Automatic Transportation company's low-lift pallet Transporter, walkie-type electric-driven industrial truck of 4,000- and 6,000-pound lifting capacities.

**102** Information on Lewis-Shepard Products' new electric fork lift truck, the Model H, especially developed for medium- and heavy-duty operation. It is a rider-type truck driven from a sitting position.

**103** Information on Elwell-Parker's 2,000-pound capacity electric fork truck, which reputedly has the fastest lift and travel speeds of any comparable model. The Model F-38T2 is a redesigned version of the company's Cargo Scout.

**104** Information on The Raymond Corporation's new 6,000-pound capacity high lift platform truck designed for use in narrow aisles.

**105** Literature on a new marking "fountain pen" that will write on nearly every type of surface. The ink comes in seven different colors.

**106** Detailed information and specifications on two new models of package-handling power belt conveyors. It is designed especially for quick assembly with ordinary hand tools. The conveyors can handle up to 75 and 100 pounds per foot, respectively.

**107** A preview of the coming Jet Age and how it will affect air freight and ground handling problems is featured in the current issue of *Space*, Hyster Company's magazine. Circling this number will bring you a free copy.

**108** Full details on the Guide-O-Matic tractor, an electronic tractor controlled by means of radio waves and for which no operator is needed. Recommended for warehouses, shipping departments, and plants.

**109** Information on a line of vibration testers used for the pretesting of various types of shipments for possible damage in transport.

**110** Information on a small kit of dollies and other equipment, requiring only 13½" of storage space, designed to move all types of loads up to 6,000 pounds.

**111** Detailed specifications on the newly introduced Paymover, towing tractor for commercial applications. There are two models—with 5,000- and 6,000-pound drawbar pull, respectively.

*Just Out!*

***Your guide to the world's second richest market***

Next to the U. S., the richest market for your product lies in Western Europe. To help you tap that market more successfully, here is an accurate, systematic compilation of the data that tell you where the money is, and where you should concentrate your efforts if you sell, advertise, or are considering plant investment abroad.

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## KEY TO NEW MARKETS

*(Continued from Page 9)*

lated on enterprise and good business ability.

"I think that as more aircraft become available for airfreighting, this business will greatly increase, as I know of growers who would like to forward more fruit than present space will permit. For instance, the airfreighting of strawberries from Queensland is now most satisfactory, and in the not-too-far-distant future I can see fruit like cherries, peaches and almost-ripe pears being carried by air in large quantities."

So much for the prophecy. The prophet himself sums up his personal approach to his work thus:

"If a grower comes along with a carton, or an agent wishing to handle consignments from another State packed in a certain way, we don't say, 'No, you can't use that type of carton because it's not covered in the regulations.' We say: 'Well, let's see. This is a good carton, the produce is first class; let's think about drafting a regulation to provide for it.'

"With all new packs the main problem is to develop a really good container acceptable to both growers and sellers. We do not want a whole range of containers for each different fruit. We have to go slowly, reserving our official approval for those that come up to the highest standards.

"The job sometimes seems slow, but we feel it is better to be slow and sure."

Mr. Harris regularly attends conferences between various State authorities and is convinced that there is still a lot to be done in stimulating interstate trade and improving packaging and presentation. This is not to say that use of air freight for fruits and vegetables has not been developed in other States.

Large consignments of beans are carried by air during the months August-October from Rockhampton and Brisbane to New South Wales and Victoria. At times ANA freighter aircraft touch down at Mascot and Melbourne airports virtually bulging with Queensland beans. As much as 30,000 pounds a day are shipped from Queensland in 35-pound hessian sacks. Picked early one morning, they are on sale in Sydney, Melbourne, and sometimes Adelaide, the following day.

Strawberries from Queensland (plus small consignments from Tasmania) are regularly flown to New South Wales and Victoria during May-October. Packed in flat cardboard cartons and covered with sheets of clear plastic, the berries sell readily in the southern States.

Although tomatoes grow in New South Wales, for instance, almost all the year round, there are times when supplies are very short, and when this occurs, growers in Bowen (North Queensland) airfreight large supplies to the south. Although there is also a demand in Victoria, New South Wales scoops up all that Queensland can supply during these shortages, and, as with beans, it is only the availability of aircraft that limits southbound shipments.

This absorption by New South Wales of all the beans and tomatoes Queensland can ship south is symptomatic of most other fruits and vegetables. With Victoria, New South Wales constitutes by far the biggest markets for airfreighted eatables and the appetite is growing, with airline operators hard-pressed to cope with the demand for aircraft freight space.

Beans from Carnarvon (Western Australia) to South Australian markets, grapes from Mildura vineyards to Tasmanian theatregoers, strawberries from Tasmanian plots to Sydney dinner tables—all form part of the regular flow of perishables nowadays reaching markets that were mere dots on the map before use of air freight came into its own. And for this aerial coming-of-age, people like Mr. Harris must receive a considerable slice of the credit.

• • •

Editor's Note: This article appears here through the cooperation of the Australian periodical, *Air Travel*.

### *U. S. Airlines*

**FACTS & FIGURES**

**American:** Air freight ton-miles recorded for August reached 7,685,000, as compared with 7,014,000 for the same month last year.

**ASA:** The company's development of northbound traffic from Latin America is reflected in the reported 92% load factor on scheduled operations during a recent month. Fifty of 52 scheduled departures from St. Petersburg returned with full loads. Volume for the month topped 1.6 million pounds, a new high, 73% above the total for the same month a year ago.

**Flying Tiger:** Net income and special items reported for the fiscal year ended June 30, 1957, totaled $101,669, equal to 5¢ per share on 983,635 shares of outstanding common stock after allowance for preferred dividends. Earnings and special items for the previous year were $2,975,771, equal to $3.30 per share on 886,796 shares. Even though gross revenues in the last fiscal year rose 12% to $24,651,146, the all-cargo airline pointed out that higher operating costs on obsolete equipment and smaller gains from equipment sales were the principal cause for the reduced earnings and special items. For example, gains from the sale of equipment totaled $716,005 last year as against $3,070,668 the year before.

**National:** In its statement of income, National reports that during the fiscal year ended June 30, 1957, it earned $1,725,757 from the carriage of freight and express. The total for fiscal 1956 was $1,657,026. Net earnings for the airline were $3,133,499 ($3.00 per share), as against $4,300,143 ($4.14 per share) the year before.

**Riddle:** The total of 5,344,566 pounds of cargo hauled in September represented a 20% increase over the previous month and a 29% increase over the same month one year ago . . . More freight was flown during the January-September period than during all of the previous year, Charles L. Hood, vice president-traffic and sales, said. Nine-month total was 43,334,773 pounds (42,168,676 pounds in all of 1956). A new high was set during the weekend of September 21-23 when a shipping strike helped to boost totals on the run between Puerto Rico and the mainland. Twenty-five flights carried 317,317 pounds of cargo over the weekend. Company prediction is that it will airlift at least 60 million pounds.

**United:** During the month of September, freight shipments (5,003,000) ton-miles slipped 2% below the previous September's total, while express shipments (971,000 ton-miles) dropped 22%. Mail ton-miles—this includes experimental first-class mail—increased 10% to 2,263,000.

### *Foreign Airlines*

**Ethiopian:** The airline's highest net profit in its 11-year history is reported for the year 1956—$318,000, as against $280,000 in 1955. TWA manages and operates the airline.

**LACSA:** According to Hector Cruz, United States sales manager, freight tonnage for the first nine months of 1957 is up 20% from the similar period of 1956. No actual figures were released.

**Sabena:** A report to stockholders revealed that freight tonnage in 1956 increased 12.6% over 1955. Passenger rate of increase was 16.9%.

### *Aircraft Manufacturers*

**Cessna:** A total of 250 aircraft was exported during the first half of 1957 to 28 different countries. Biggest market for Cessna continues to be Latin America, which purchased 80% of the exports. Top three countries were Argentina (76), Uruguay (60), and Mexico (29).

■

## HANDLING & PACKAGING

**Jet Age and Handling:** Richard Malkin, executive editor of *Air Transportation*, discusses air freight and ground-handling problems in the Jet Age in the current issue of the Hyster Company magazine, *Space*. The issue includes other interesting articles on the subject of cargo handling as well as a pictorial line-up of Hyster's line of industrial trucks. *(See Come 'n' Get It, Item No. 107.)*

**Box Wins Competition:** First prize for bulk packs was won by this corrugated telescope box at the Fourth Annual Fibre Box Competition, sponsored by the Fibre Box Association in Washington, D. C., last month. It was developed for aircraft propeller blades by the Cleveland Corrugated Box Company, Division of the St. Regis Container Company, expressly for the Aluminum Company of America. Replacing wooden boxes in which the blades for-

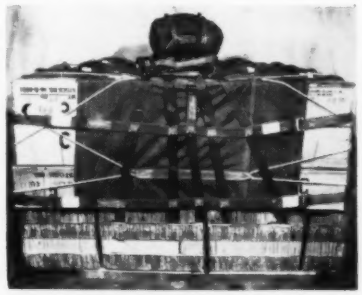
Prize-winning container and contents.

merly were shipped, the corrugated container gives ample protection despite its lighter weight. The blades had been shipped individually in wooden boxes with a tare weight of 96 pounds. The newly designed corrugated package, containing *four* blades, has a tare weight of 127 pounds, and can be handled by fork lift trucks and stacked four high. It was pointed out that die-cut inner packing holds the blades firmly in place during shipment.

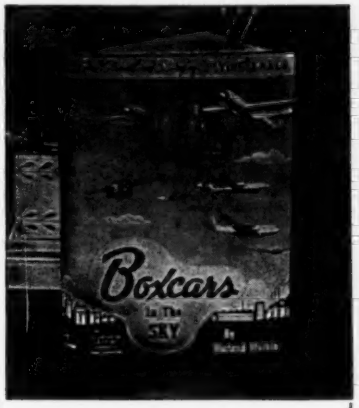
**New Plant for Hyster:** Hyster Company, manufacturer of industrial trucks, is building a new manufacturing plant at Danville, Illinois. Located on a 53-acre site on the mainline of the Wabash Railroad, it will be built in two stages, the first of which is scheduled for completion in March. James L. Woodley, manager of Danville's present plant, said that it will be the most modern industrial truck factory in the world, giving Hyster "more manufacturing space for more products in an expanding market—more of our present products and many new products." It will house all of the company's Danville operations, including sales and administrative offices, service facilities, and manufacturing.

**High-Velocity Paracargo System:** The United States Army Quartermaster Corps has come through with a high-velocity aerial delivery system which is reported to slash weight and cost of delivering material from speeding aircraft. A small, highly porous parachute stabilizes and retards the load, and on 50 mph contact with the ground the cargo is safeguarded by (a) a fir plywood platform under it, (b) a 15" thick cushion of paper honeycomb, and (c) another layer of fir plywood. Hitherto it had been necessary to let cargo descend at considerably slower speeds so that the cargo would not be demolished on contact with the ground. The large chute required for this purpose made it difficult to make a bullseye in the drop area because of the effect of wind drift during slow descent.

The upper sheet of plywood, ⅜" thick, distributes the force over the entire area of the paper honeycomb, which acts as a cushion material and crushes to dissipate



C-rations ready for paradrop.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the energy upon impact. The bottom layer of fir plywood is ½" thick; it serves as a pallet for the whole load, taking the first impact shock and acting as a skid surface. It is reported that the Army Quartermaster Research and Engineering Command at Natick, Massachusetts, has developed the details of applying the system to a number of different loads weighing from 1,700 to 2,100 pounds.

Under the new system, a load of 48 cases of C-rations, for example, when dropped from a plane flying at an altitude of 1,500 feet, would require only 20 seconds for the full descent, drifting 675 feet, assuming a 20-knot wind. Under similar conditions, the identical load using a standard chute would take three times as long to complete the drop and drift three times as far.

■

### NEW OFFICES

***Air France***

**Beverly Hills, Cal.**—9369 Wilshire Boulevard. Phone: Crestview 4-5259. Manager: Dorothy O'Donnell.

**Houston, Tex.**—Room 446, Millie Esperson Building, 815 Walker Avenue. Phone: Capital 8-6613. Manager: Pieter Nieuwenhuys.

***Air Cargo, Inc.***

**Washington, D. C.**—1000 Connecticut Ave., N. W.

***Japan Air Lines***

**London, England**—SAS House, 52-53 Conduit St. Manager: Atsushi Tago.

**Manila, Philippines**—Manila Hotel. Manager: Toshio Machino.

***Northwest Orient Airlines***

**Madison, Wisconsin**—Park Hotel, 18 S. Carroll St. Manager: Orv Akre.

***Seaboard & Western Airlines***

**Munich, Germany**—Munich Airport. Manager: Hans Herbig.

■

### CLUB NEWS

**Capital City Traffic Club of Virginia:** New officers: Walker Owen (Eastern Air Lines), president; Clem Darracott (Union Bag Camp Corp.), vice president; Ed Johnson (Overnite Transportation), secretary; Robert Westbury (Hennis Freight Lines), treasurer. The outgoing president, J. L. Tompkins (Virginia-Carolina Chemical Corp.) joins the body of directors.

**Traffic Club of Washington, D. C.:** Recently elected officers are: Stanley B. Hoveland (General Services Administration), president; John P. Conger (Western Pacific Railroad), first vice president; Zachary Taylor (Potash Company of America), second vice president; Frank Hause (Atlantic Coast Freight Lines) and Joseph Tedesco (Veterans Administration) were elected directors.

**Transportation Club of Bloomington, Ill.:** H. J. Allemang, executive vice president, Eureka Williams Corp., addressed the Industrial Night meeting of the club.

**North Shore Traffic Club, Salem, Mass.:** F. C. Doran, of American Airlines' sales department, recently addressed the club. He heads the New England chapter of the National Defense Transportation Association as president.

**Traffic Club of Tulsa:** David Tait, of American Airlines, was the principal speaker at the club's recent Airlines Night.

**Traffic Club of Minneapolis:** The opening fall luncheon was sponsored by the Litchfield & Madison Railway Co.

**Wyoming Valley Traffic Club, Pa.:** *The Freight Forwarder's Place in Transportation* was the topic of a talk by Giles Morrow, president, Freight Forwarders Institute at last month's Freight Forwarders Night sponsored by the Club.

**Transportation Club of Seattle:** Walter McKibben, of the Washington State Highway Department, addressed the club at a recent luncheon meeting.

**Transportation Club of Toronto:** Last month's 1957 Industrial Dinner features as speaker the chief commissioner of the Board of Transport Commissioners for Canada, Clarence D. Shepard.

**Los Angeles Transportation Club:** The club's recent Traffic Managers Conference Day heard a discussion of *The Traffic Manager* by Robert K. Wilson, traffic manager, Barker Brothers, and president, Traffic Managers Conference of Southern California.

**Women's Traffic Club of San Francisco:** The Club's 32nd birthday and Bosses' night were marked last month at the Fairmount Hotel in San Francisco. One hundred and fifty members and guests joined at the dinner and ensuing entertainment program. Betty Pearson (Owens-Illinois Co.) headed the Entertainment Committee. President Virginia Colombo (Lyon Van & Storage Co.) handled affairs at the speakers' table. Special guests were three directors of the Associated Traffic Clubs of America: John Myers, P. Steele, and Madge Henderson.

■

### IATA

**New members:** Iranian Airways, Teheran, Iran, has been admitted to active membership in the International Air Transport Association. Admitted as associate members were Aeronaves de Mexico, of Mexico City, and the Flying Tiger Line, of Burbank. The three carriers bring the world airline organization's total membership to 73 active and eight associate members.

■

### AIRPORTS

**Seattle - Tacoma International Airport:** Air express and air freight totals for the month of August were down from the same month a year ago, express decreasing 9% and freight 12%. Both categories of air cargo are down for the first eight months of 1957 as compared to the first eight months of 1956. Express, at an eight-month total of 1,732,836 pounds, is below last year's total by 85,501 pounds. Freight, with 21,271,593 pounds registered for the January-August period this year, is below the January-August, 1956 total by 312,420 pounds. These statistics include inbound and outbound cargo.

## CAB

(Continued from Page 8)

stantial part of the existing network of domestic property and mail authorizations."

**In a petition** filed by Northwest Orient Airlines, the CAB was told that President Dwight D. Eisenhower overruled the Board's Pacific route recommendations in favor of Pan American World Airways five times since December, 1954. Northwest is asking the Board and the President to reaffirm the Board's previous unanimous decision, and the President's subsequent approval of that decision, which denied Pan Am a duplicating Great Circle route from Portland and Seattle to Tokyo. Northwest, which opened the air route a decade ago, claims that "at no time between the President's decision of August 2, 1957, and his reversal of September 3, 1957, did the CAB present any new economic facts or recommendations to the White House." It charged that whatever caused the President's reversal of the Board's decision, was "*ex parte* data presented by Pan American or individuals supporting its position."

■

## COMMERCIAL AIRCRAFT

**More Carriers Pick Electra:** Within a two-week period, three airlines entered orders for Lockheed's propjet *Electra:* Pacific Southwest Airlines (three); Cathay Pacific Airways (two); Ansett-Australian National Airways (four). Value of these new orders is approximately $26 million, including spares. Up to the time of this writing, a total of 141 *Electras* had been sold by Lockheed. Ten airlines have bought the 400-mile-an-hour-plus propjet. PSA is the first local-service carrier to move into Jet Age purchases. Cathay is a Hong Kong company; Ansett-ANA, Australian.

**Air France Adds to 707 Total:** Air France, which previously had ordered 10 707s, has added seven more to the order. Latter deal was made with the help of a $78.5 million loan from the Export-Import Bank as well as from a number of United States banks.

**Delta Gets Its C-46Rs:** A total of five C-46Rs has been received by Delta Air Lines from American Airmotive Corporation. C-46R is the designation of the Riddle T-category version of the C-46. The aircraft were purchased by Delta from Civil Air Transport, Formosa carrier, and are being pressed into all-cargo service.

**BOAC's Britannia on Proving Flight:** The long-range *Britannia*, the Model 312, which goes into BOAC transatlantic service early next year, went on its first proving flight recently. Delivery of a second long-range *Britannia* was expected at presstime.

**Metropolitan Orders Rise:** Convair reports the sale of seven more *Metropolitan 440s*—to Garuda Indonesian Airways (three), Ansett-Australian National Airways (three), and Karhumaki (one). For Ansett-ANA and Karhumaki the purchases represented reorders, the second one for the Australian carrier. Garuda is the only airline to have purchased all three versions of Convair twin-engine equipment.

**Loan Guaranty Law Opens Door to Feeders:** Joseph P. Adams, general counsel, Association of Local and Territorial Airlines, has pointed out that approximately 200 modern airliners can be purchased through $140 million credit opened by the new CAB loan guaranty law. Twenty-eight companies are eligible for 90% guaranty of private loans of up to $5 million each. ALTA represents 25 local-service airlines, 13 of which provide service within the United States, and the others in the territories. Combined they operate a fleet of 289 aircraft, including 233 DC-3s. Adams said: "Orders so far include 36 Fairchild F-27s and 17 on option. As CAB receives applications for loan guaranty, plans for new short-range aircraft are being pushed by several other aircraft. This will mean Jet Age service to connect the smaller communities with the supersonic trunkline hubs." Elsewhere in this column it is reported that Pacific Southwest Airlines has become the first of the local-service carriers to order propjets.

**Gulfstream on View:** Grumman Aircraft, which recently announced its reentry into the commercial aircraft market, displayed its new pressurized turboprop executive transport, the *Gulfstream*—it was originally designated Design 159—during the tenth annual convention of the National Business Aircraft Association at Denver. The *Gulfstream*, promised for early-1959 delivery, is powered by two Rolls Royce *Dart* turboprop engines. A 10-12-passenger ship, its maximum cruising speed will be 370 miles per hour at 25,000 feet. First plane will be ready for flight next May 1.

**No Floats, More Payload:** New York Airways, scheduled helicopter airline, has ordered the removal of floats from the S-58, thus increasing payload of the whirlybird. The company stated that it will be in a position to offer additional service on the inter-airport shuttle as required by developing traffic demands.

**Russia's New Turbojet:** Addressing the International Congress on Communications, which met in Genoa last month, Ivan Afanasif, Soviet Russia's Deputy Minister of Merchant Marine, stated that a 400-mile-an-hour, 100-passenger turbojet airliner will be placed in scheduled service this year. It will supplement the TU-104 jet, he said.

**National Gets Its Super-H:** The first of National Airlines' four ordered *Super Constellations* has been received from Lockheed and placed in service between New York and Miami. The balance of three *Super Connies*, as well as four new DC-7Bs, will join National's fleet shortly.

**American Pulls Out on DC-7D:** C. R. Smith, president, American Airlines, has informed Donald W. Douglas, president, Douglas Aircraft Company, that despite the indicated favorable performance of the planned DC-7D cargoplane, American cannot purchase it at the present time. He said that "confidence in airline earnings and airline credits has declined substantially since the Civil Aeronautics Board issued its decision denying even a modest increase in the rates of the carriers." Airline credit, Smith said, "will not be restored until there can be adequate rates and adequate earnings." Since the CAB turndown of an increase in passenger rates, American suffered a decline of $15 million in the value of its stock. The DC-7D in which the airline previously had shown interest is a DC-7 frame powered by British turboprop engines. It was reported to be a high-speed transport capable of carrying a high payload at a lower ton-mile cost.

*(Editor's Note:* It was announced in Moscow on November 3 that a four-engined turbojet, capable of transporting 120 passengers and cargo from Moscow to New York in 10 to 12 hours, has been placed in airline operation. The same plane, the Soviet Union claimed, could fly 220 persons a distance of from 800 to 900 miles at rail costs. Designated the TU-114, the plane is reported to have two elevators, a telephone system, and a restaurant with capacity for 48 persons. Although no performance figures were released by the Soviet Government, the announcement stated that the TU-114 not only is the largest turbojet in the world but also the fastest. The big plane resembles the TU-104 which brought Russian diplomats to the United States two months ago.)


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**American:** Samuel F. Leib joins as manager - interline air freight sales. Associated with Carrier Corporation for the past six years, he has served American Overseas Airlines in London, and Pan American and United in this country . . . G. Marion Sadler elected vice president-customer service. After wide experience in customer relations in an airline career, he succeeds R. E. S. Deichler, who has resigned.

Leib Sadler
*American Airlines appointees*

**Alaska:** Leroy Peterson, formerly president and general manager of Coastal Aviation Corporation, named vice president in charge of traffic and sales.

Pogue *Delta* Peterson *Alaska*

**Delta:** John Pogue, manager of cargo, elected chairman for 1958 of the Traffic Committee-Air Express. Composed of representatives of all the scheduled airlines, the committee establishes rates and rules for the handling of air express.

**Flying Tiger:** James R. Cason becomes contract sales manager-U. S. A. in the expanded Contract and Charter Division. He has been with Slick, U. S. Airlines, Swissair and Eastern.

Cason
*Tiger*

**Northeast:** Robert B. Stevenson appointed assistant to director of sales . . . Mrs. Anne Carlin named sales representative in charge of commercial accounts.

**Northwest Orient:** Donald J. Herring and Charles A. Dinardo appointed district sales managers in, respectively, Philadelphia and Seoul, Korea.

**Pan American:** John B. Gates elected vice president-finance. He will continue as a director of Russell, Burdsall & Ward Bolt & Nut Company.

**Panagra:** Kenneth A. Lawder named director. He is treasurer of W. R. Grace and Co. . . . James T. Scholtz, assistant vice president, decorated by General Manual P. Garcia, Peruvian Minister of Aviation, with the Aviation Cross in the degree of Knight Commander.

Eby
*Riddle*

**Riddle:** Philip S. Eby appointed administrative assistant to John Paul Riddle, president. He has been with the airline since 1953.

**Slick:** Alwin W. Johnson elected a member of the board of directors and takes the position of executive vice president. Before joining Slick last January, he had been associated with Southwest Airways, Price, Waterhouse & Co. and Selznick Motion Pictures Corporation.

Johnson
*Slick*

**TWA:** Warren Lee Pierson, chairman of the board, decorated Commander of the Legion of Honor by the Government of France.

## *Foreign Airlines*

**Air France:** Jacques E. Turner named Southeastern district manager in Miami.

**American Airlines de Mexico:** Walter G. Conrad upped to vice president and general manager. He replaces F. J. Mullins, elected assistant regional operations officer for the Western Region in Los Angeles.

**BOAC:** Top level appointments at the London head office have been made with respect to the following: Gilbert Lee, general manager-Western Routes; J. Ross Stainton, general manager-Eastern Routes and Derek Glover, general manager-Southern Routes.

**BWIA:** Christopher Spurrier appointed manager in Jamaica.

**Iranian:** Sherwood A. Nichols, a vice president and director of Transocean Air Lines, appointed general manager.

**Swissair:** William Shaw takes the newly created position of New York cargo district manager . . . Melvin Sibulkin upped to cargo sales promotion manager . . . Hans Roth becomes cargo interline supervisor-U. S.

Shaw Sibulkin Roth
*At new Swissair posts*

## *Indirect Air Carriers*

**Airborne Freight:** William M. Aitken named district manager. He will supervise the Oakland, San Francisco and Peninsula area.

## *Industrial Traffic*

**Electro Refractories & Abrasives Corp., Buffalo, N. Y.:** Tom Edwards, traffic manager, named associate chairman of the Transportation Section of the United Community Chest-Red Cross Appeal for 1957.

**Federal Telephone & Radio Co.:** Henry Giese, general traffic manager, reappointed to the traffic committee of the Electronic Industries Association.

**Diamond Crystal Salt Co., St. Clair, Mich.:** Fred W. Dunkel named director of traffic; Charles M. Hendrick, general traffic manager; and Jack E. Richert, traffic manager.

**J. I. Case Co., Racine, Wis.:** E. P. Lui, assistant traffic manager, succeeds A. F. Bowman as traffic manager. Bowman retired from active duty after 55 years with Case, 43 years of which were spent as traffic manager. He was the first president of the Racine Traffic Club, chairman of the traffic committee of the Racine Chamber Committee, and served as a member of the Racine Harbor Commission. He helped draft the state's first regulations which later served as a pattern for Federal codes governing truck transportation.

**Allied Mills, Inc.:** Arthur E. Leitherer promoted to general traffic manager, succeeding Roy V. Craig who has retired because of ill health. Robert R. Harridge (ex-Illinois Central Railroad) appointed traffic manager.

**Olin Mathieson Chemical Corp., New York, N. Y.:** L. P. Nelson, acting manager of transportation, elevated to director of transportation, succeeding in these duties D. G. Ward who resigned as assistant vice president — purchasing and transportation.

**Sears, Roebuck & Co., Chicago, Ill.:** W. L. Robinson succeeds John C. Allen, resigned, as general traffic manager. He has been with Sears since June, 1947.

**Shell Oil Co.:** W. F. Schoenthaler appointed manager of transportation, Transportation and Supplies Department. . . . M. H. W. Dent takes over as distribution manager for Shell Chemical Corporation.

## *Aircraft Manufacturers*

**Helio:** Edward T. Donahue becomes sales manager.

**Lockheed:** B. B. Bundesman elected commercial sales manager for the new *Jetstar* . . . The following have been appointed as military sales managers: David T. Crockett, Jr., military development sales manager; Douglas P. Wheeler, military contract sales manager; James B. Constable, modification and ANP manned aircraft sales manager; and William D. Perreault, export military sales manager.

**Sikorsky:** Igor I. Sikorsky awarded the National Business Aircraft Association's Annual Meritorious Award for his outstanding contributions to the advancement of business flying.

## *Organizations*

**Air Cargo, Inc.:** Robert Mark Maloney named Eastern regional manager in New York.

**Air Transport Association:** Chris B. Steier joins the Research Department as a senior analyst . . . David A. Moffitt becomes assistant to vice president-public relations . . . Margaret Thale appointed assistant to the vice president-public relations . . . E. R. Buxton named chairman

of the Meteorological Committee . . . C. H. McCall elected secretary of committees for the Airline Finance & Accounting Conference.

**Society of Industrial Packaging and Materials Handling Engineers:** John Mount, manager, Marine Service Department, Insurance Company of North America, elected president.

### *Materials Handling*

**Baker-Raulang:** Edward J. Mulroony named district manager.

**Hyster:** Helmer Molema becomes manager-parts and service department.

**SI Handling Systems:** Roy H. Stewart appointed sales consultant.

**Yale Materials Handling Division:** Frederick S. Miller promoted to manager of Worksaver and Warehouse sales.

Stewart
SI

■

**Tailor-Made for Automotive Shipments:** A special service program for the automotive industry, expressly designed for the expeditious handling and movement of its steadily increasing automotive traffic, has been set up by Emery Air Freight Corporation. A feature of the new service will be the inclusion of vendor names and parts numbers on all shipments from a supplier to an assembly plant or parts depot or to any interassembly plant. Emery's nationwide teletype network will carry this additional information on all the company's normal alerts or prealerts.

Emery said that each of the company's far-flung offices in the United States will have a special automotive serviceman whose task it will be to supply each automotive assembly plant with the name of the vendor and parts numbers prior to actual delivery. Furthermore, it will be his responsibility to set up and follow through on air procurement service orders placed by the assembly plants in his area.

As the air freight forwarding firm views it, such accent on service to a specific industry helps American business to utilize air freight in many different ways. Its success is reflected in Emery traffic statistics. It was reported by the company that automotive revenue in the first half of 1957 was close to double that in the same period of 1956.

Several weeks earlier, Emery announced a new expedited air-truck service from the St. Lawrence Seaway project, designed to assist seaway contractors. Massena is the delivery point. Two routes have been established: direct air service to Buffalo for shipments over 200 pounds, and to Syracuse for shipments under 200 pounds. Overnight trucking service from these points to Massena bypass the spotty flight schedules into Massena Airport.

**FIATA Delegates:** Following is the full list of delegates appointed by the affiliated organizations to represent them on the executive committee of Federation Internationale des Associations de Transitaires et Assimiles (International Federations of Forwarding Agents Association):

Austria—A. Friesz, K. Kubicek, and E. Minkus (Vienna); K. Herber (Linz).

Belgium—C. Gadeyne (Antwerp); L. Halbart (Brussels); L. Wauthier (Charleroi); L. Ghuys (Gent).

Denmark—I. L. Simonsen, H. Lehmann, and L. Schiander (Copenhagen); A. Andresen (Padborg).

Finland—Y. Ahtola, H. Nordberg, M. Cedercreutz, and E. Lappalainen (Helsinki).

Germany—W. M. Rademacher (Hamburg); Dr. W. Schlichting (Bonn); R. Koch (Duisburg).

Great Britain—A. C. Bencher, T. Foley, and A. Strittmatter (London); R. D. G. Johnston (Glasgow).

Greece—P. Athanassiadis (Athens).

Israel—I. Beitely (Tel Aviv); E. Luft and S. Frydman (Haifa).

Italy—Dr. R. Caidassi and Dr. G. Parisi (Trieste); Dr. A. Salvadori (Bologna); D. Tonolo (Rome).

Netherlands—R. T. J. le Cavelier and R. H. Rutten (Amsterdam); R. H. Hoogewerff and A. Kuijpers (Rotterdam).

Norway—T. J. Storm, O. Heier, and K. E. Damsleth (Oslo); I. Borge, (Bergen).

Sweden—H. Mueller and H. Dennel (Stockholm); A. Stoltz (Goteborg); T. O. Bergstrom (Malmo).

**New Stations for Pan-Maritime:** Pan-Maritime Cargo Service, Inc., with headquarters at 232 Water St., New York, has added two more offices to its growing list of foreign offices. Morton Brautman, president, announced the opening of offices in Panama City, Panama, and San José, Costa Rica, for the provision of "on-the-spot service in the rich market areas of Central America and the West Coast of South America." He said that the Panama office will offer a "wide variety of services resulting from the facilities offered at the Free Zone in Panama."

Brautman

# BOOKS

The story of aviation medicine—a fascinating one—is told by one of its pioneers, Wing Commander Robert Maycock in **Doctors in the Air** (Thomas Nelson & Sons; 145 pages; $3.75). Research, persistence, and courage combined to expand man's knowledge of flying-versus-man. The RAF's part in it was awe-inspiring, pointing up the doctor-author's belief that "there is no higher calling in our profession than to strive consistently for their well-being and safety" . . . Rear Admiral George J. Dufek, commander of the U. S. Naval Support Force in the Antarctic, tells a rattling good story in his **Operation Deepfreeze** (Harcourt, Brace & Co.; 243 pages; $5.00). The account of history's greatest polar expedition makes wonderful reading, bringing with it an appreciation of the tremendous courage and perseverance of America's fighting men on a peacetime mission as part of the 12-nation effort to open ice-blocked Antarctica during the International Geophysical Year. Includes photos and maps . . . Sir John Slessor, marshal of the Royal Air Force, tells his personal story in **The Central Blue** (Frederick A. Praeger, Inc.; 709 pages; $7.50). But it is far more than the absorbing autobiography of an illustrious Briton. Taking into account that it was 42 years ago when Sir John joined the RAF, *The Central Blue* serves also as a history of that organization—and what a fine history it is. A great addition to military aviation literature, and an excellent source for military writers of the future. The book includes a short foreword by General Carl A. Spatz.

Nevil Shute has written a terrific book in **On the Beach** (William Morrow & Co.; 320 pages; $3.95). Set forward in the 1960's, it takes place after "the short war" in which various nations have used the cobalt bomb, the effect of which is to kill by radioactivity. Now some of the remaining people on earth are waiting in South Australia for the windborne radioactivity to drift down and finish them off. Not only is this all so possible, but the novel is written with such lack of melodrama and quiet understatement, that one accepts it as true. This critic found it even more convincing than *1984*—perhaps because the world powers are bent on making it all come true . . . William Lichtman, a New Yorker transplanted in Texas, ex-boxer, ex-seaman, ex-RAF-USAF-IAF flier, obviously has borrowed liberally from his own life for his first novel, **Between the Star and the Cross** (Citadel Press; 285 pages). It's a story about an American war veteran who fought in the skies for Israel; whose lifetime of emotional conflict eventually finds his particular answer after considerable action . . . In **Cajuns on the Bayous** (Hastings House; 300 pages; $5.75), Carolyn Ramsey writes of her travels through the Louisiana bayou country to find the "true Cajuns"—descendants of the French Acadians displaced from Nova Scotia in the 18th Century. She mingled freely with the "swimp" men, moss pickers, muskrat trappers, and treasure hunters, and has vividly reproduced their way of life in this highly interesting and informative book. It is pleasantly illustrated with drawings by Alex Imphang and photos by the author.

Admiral Samuel Eliot Morison's eleventh volume in the History of United States Naval Operations in World War II is **The Invasion of France and Germany, 1944-45** (Atlantic-Little, Brown & Co.; 360 pages; $6.50). An experienced historian writing "from the inside out"—he wears seven battle stars—the author records the tremendous role of the American Navy in the Normandy and South France invasions, right through to ultimate victory in crumbling Germany. No dry record this. Morison knows the essence of readability. He keeps the narrative moving at a lively clip, providing vivid pictures and rare insights into men at war. This is history as it should be written . . . With sputnik already racing around Earth at a dizzy rate of speed and the first shock of that reality sunken into men's minds, one's thoughts—expressed or subsurface—automatically have turned to the age-old question: Is there intelligent life on other planets? What impact will the space-bridge to other worlds have on religion as we know it? These and many other aspects of an inevitable tomorrow are discussed by Wolfgang D. Mueller in his **Man Among the Stars** (Criterion Books, Inc.; 307 pages; $4.95) . . . Another book on the fascinating subject of space travel is Hermann Oberth's **Man into Space** (Harper & Brothers; 232 pages; $3.75). Oberth, one of the German scientists at Peenemünde and more recently at Redstone Arsenal in Alabama, gives his own theories about space travel and its requisites. Which planet is most suitable for man to visit? And what will it take for him to reach it? Oberth's ideas are expressed as normally as one giving directions on the subway. His space-mirror proposal is intriguing, to say the least. But what is the author's goal? In his own words: "To make available for life every place where life is possible. To make habitable all worlds as yet uninhabitable, and all life purposeful."

## Mangold Urges Building Door-to-Door Service

R. L. Mangold, manager of air cargo for United Air Lines, told the recent cartage conference of Air Cargo, Inc., that "by building pickup and delivery service into air freight operations, the industry could offer the improved ground service needed to match the vastly improved air service coming with the Jet Age." He said that allowances would be made to any portion of the service not used.

United's cargo chief is of the opinion that "never has the outlook for air cargo been better." Within a decade, he predicted, the carriage of cargo would comprise 25% of the industry's gross operating revenues, as against 7% in 1956. For United, the cargo slice was 9%. Mangold foresaw a tremendous impetus to air freight by the introduction of passenger-cargo jets followed by turboprop and pure-jet airfreighters.

## Middlewood Says Nuclear Transport is Possible

Addressing the National Aeronautic meeting of the Society of Automotive Engineers, in Los Angeles, Robert W. Middlewood, chief enginer of Lockheed Aircraft Corporation's Georgia Division, said that "from the information we have in hand, it appears that we can design a logistics airplane which incorporates a nuclear powerplant, and that it will work." A large transport plane using nuclear reactor as an energy source, he declared, can be successfully designed to haul a logistical payload of 50 tons or more for a distance of 24,000 miles or more.

Lockheed's studies of a nuclear-powered logistic aircraft, disclosed jointly by Middlewood and Robert B. Ormsby, Jr., operations research specialist at the Georgia plant, pointed to the following design features: easy loadability; ability to utilize existing airfields; capability of airlifting all types of cargo; and no special requirements for extensive ground handling facilities and large numbers of crews.

According to the engineers, the nuclear-powered plane would be a propjet, and it would greatly resemble the well-known C-130 *Hercules*. It was pointed out that the weight of the nuclear fuel in the plane would be insignificant, but the weight of the shielding would constitute one of the main design problems.

## Douglas Says Jet Age Will Be Boon to Cargo

Donald W. Douglas, president and founder of the Douglas Aircraft Company, told a Jet Age Conference in Chicago that "commercial-type turboprop airplanes which may well be flying late next year can carry products never before thought to be within the capability of aircraft." The parley was sponsored by the Chicago Association of Commerce and Industry.

According to Douglas, turboprops would place air freight carriers in direct competition with surface carriers for an important part of their business, in view of the expectancy of a reduction in cost to the shipper of 10¢ per ton-mile. He estimated an air freight traffic of 5½ billion ton-miles in this country alone within 10 years and double that total throughout the world.

The aircraft manufacturer is of the opinion world demand for commercial transports will continue to surpass the supply during the 1960s.

## Alaska Seeks Helicopter Service for Northwest

Freight service by helicopter, in addition to passenger and mail service, is being sought by Alaska Airlines for the greater Seattle-Puget Sound and Portland-Willamette Valley areas, it was revealed by Charles F. Willis, Jr., president.

In an application made to the Civil Aeronautics Board, the airline said the helicopter routes would connect with scheduled fixed-wing aircraft. Alaska is considering the Sikorsky S-56 which is about as big as a DC-3. At the present time scheduled helicopter service is available in only three metropolitan areas of the United States: New York, Chicago, and Los Angeles. Only the New York operation by New York Airways provides freight as well as passenger and mail service. Following are the routes envisioned by Alaska:

From Seattle Tacoma Airport to Boeing Field, downtown Seattle, Edmonds, Everett, Marysville, Oak Harbor, Mt. Vernon and Anacortes to Bellingham.

From Seattle Tacoma Airport to Boeing Field, downtown Seattle, Winslow, Bremerton, Port Townsend, Sequim, downtown Port Angelus and Seiku to Neah Bay.

From downtown Seattle to Boeing Field, Seattle Tacoma Airport, Renton, Kent, Auburn, Puyallup, Tacoma, Fort Lewis, downtown Olympia, Shelton, McCleary, Montesano and Aberdeen-Hoquiam to Westport.

From Seattle Tacoma Airport to Boeing Field, downtown Seattle, Bellevue, Kirkland, Redmond, North Bend, Black Diamond, Enumclaw, Orting and Eatonville to Morton.

From Seattle Tacoma Airport to Tacoma, downtown Olympia, Bremerton, Everett and downtown Seattle to Seattle Tacoma Airport.

From Portland International Airport to downtown Portland, Vancouver, (Washington), St. Helens, Longview, Kelso, Cathlamet, downtown Astoria and Warrenton to Seattle.

From Portland International Airport to downtown Portland, Beaverton, Hillsboro, Forest Grove, Newberg, McMinnville, Sheridan and Ocean Lake to Newport.

From Portland International Airport to downtown Portland, Vancouver (Washington), St. Helens, Longview, Kelso, Cathlamet, downtown Astoria, and Warrenton to Seaside.

From Portland International Airport to downtown Portland, Oregon City, Molalla, Silverton, downtown Salem, Independent, Albany, Lebanon and Sweet Home to downtown Eugene.

From Portland International Airport to downtown Portland to Vancouver (Washington).

## RIDDLE LOGAIR

(*Continued from Page 4*)

during this fiscal year will be $4,676,727. Craven pointed out that the Air Force's monthly ratings of carrier performance have consistently placed Riddle at the top of the list. It is now in its third year in the Logair program.

## RATES MOVE UP

(*Continued from Page 4*)

should substantially clarify and ease the rating of specific commodities." Minimum charges were revised slightly upward "to cover the costs of handling small parcels." It was pointed out that the charges will vary with the origin of the shipment.

It was learned by *Air Transportation* that a great deal of discussion was expended on the subject of a mixed-consignment rule. (The previous mixed-consignment rule went into discard at the beginning of 1957, throwing up a storm of protests by consolidators on both sides of the Atlantic.) According to what this magazine has been able to learn, a new "compromise mixed consignment rule" has been referred to the Cargo Working Group for discussion. This rule, if passed and placed in effect, would grant a discount of 50% of the under-100-pound general commodity rate for mixed consignments of 100 pounds and over. This rate would be extended to both consolidators and direct shippers. Furthermore, the airlines would pay cargo sales agents 5% commission on mixed consignments.

Prior to the IATA meeting, the CAB said that it favored an international air cargo rate structure "founded upon a system of rating commodities according to the specific rates which will attract a given commodity to the air."

"The effectiveness of this rating system rests upon two primary factors," the Board said. "First, commodity descriptions must be sufficiently delineated to prevent the grouping of commodities of widely divergent characteristics into a single category taking the same rate, and to make clear the intended application of a given rate. Second, procedures must be established which are sufficiently tight to insure effective enforcement of the agreed upon rate structure, thereby minimizing the dilution of carrier revenues and unwarranted competitive advantages which result from the misapplication of rates.

"Accordingly, the board supports further refinement of the current specific commodity rate structure and of the procedures through which it is implemented as necessary to insure its continued development and effectiveness.

"We take no position at this time with respect to the economic soundness of introducing weight breaks in addition to the 100-pound break now in effect. However, in our opinion, a system of weight breaks, set at the proper volume level and at reasonable reductions in rates, properly related to the cost differentials involved, is not, of itself, inconsistent with the present system of specific commodity rates."

## UAL Airwaybills Have Preprinted Numbers

United Air Lines last month placed in effect a new program designed to simplify the shipper's record and airwaybilling procedures. The airline's domestic and international airwaybills are now issued with preprinted numbers, thus eliminating the time-consuming necessity for the consignor to call back for the number. It is understood this new development is the result of recommendations by United's shippers.

# Lots of 64c questions ...and no isolation booth!

Sam is an experienced shipper with plenty of savvy, a real key guy in the department. But at parcel mailing, Sam was Mr. Molasses in person. He was far from a lightning calculator, and had never majored in mental arithmetic.

Figuring out how many and what denominations of stamps were needed to make the 64c or $1.29 postage the package required, was tough for Sam. He would lose count if distracted, and our shipping department is no ivory tower. And usually he checked the stamps again after they were stuck, just to make sure the count was right.

Then we got that postage meter —and at parcel post mailing, Sam is now Mr. Marvelous! Just sets levers for the amount of postage wanted, presses the bar; and out comes the right postage, printed on special gummed tape, moistened or dry, as desired. So Sam knocks out the parcel post in half the time he used to take, and gets a whale of a lot more satisfaction out of his job.

If you haven't got a postage meter in your shipping department, then your parcel post mailing is costing you more than it should. A meter is a real time saver. No stamps to separate, sort into compartments in the stamp box, compute, select and stick — and account for. Printing postage is far faster, and easier than sticking stamps.

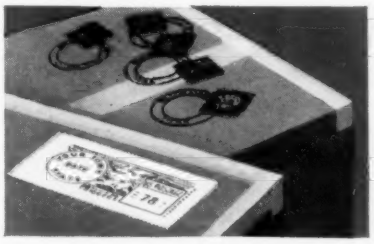
With a meter, you never run out of the right stamp. The amount of cash you tie up as an inventory of stamps is sharply reduced. The postoffice sets the meter for the amount of postage you want to buy and you print postage of any value, as and when you need it. The same meter will also stamp and seal your letter mail.

Your postage is protected from loss, damage, and misuse. And is automatically accounted for.

Metered parcel post, already postmarked and canceled, needs less processing in the postoffice, can often get on its way earlier. And the date on every meter stamp tells when it was mailed.

Interestingly enough, most meter users find they save postage as well as time. And every little bit helps these days. If you don't have a meter, call the nearest Pitney-Bowes office. Ask for a demonstration, and learn for yourself what a meter can do for you. However, if you're the bashful type, you can just send the coupon for a free illustrated booklet . . . No time is better to act than now!

**FREE:** *Handy desk or wall chart of Postal Rates, with parcel post map and zone finder.*



*The meter prints one stamp instead of many.*

**PITNEY-BOWES**

# Postage Meter

PITNEY-BOWES, INC., Stamford, Conn.

*Originator of the postage meter . . . leading maker of mailing machines . . . branches in 107 cities in U.S. and Canada.*

*Metered mailing of parcels saves time, money and postage.*

PITNEY-BOWES, INC.
1852 Pacific St., Stamford, Conn.

*Send free booklet* ☐ *postal rate chart* ☐ *to:*

Name _____

Address _____

# AEI's Airline vs AEI Rate Comparison Chart

**AEI's**

Airline - vs - A.E.I.
Rate Comparison Chart
of
Trans Atlantic

GENERAL COMMODITY RATES
IN CENTS PER POUND

Golden Rocket SERVICE

**FROM - NEW YORK AND NEWARK**

**Effective: September 23, 1957**

| DESTINATION | AIRLINE RATES | | A.E.I. RATES AND CENTS PER POUND BELOW AIRLINE RATES | | | | | | | | MIN. CHG. IN $ | INSURANCE IN CENTS PER $100 | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | UNDER 25 LBS. | | MINIMUM WEIGHT IN POUNDS | | | | | | | | |
| | | | | | 25 | | 50 | | 100 | | | | |
| | Under 100 Lbs. | 100 Lbs. & Over | Rate | Below Air-line | Rate | Below Air-line | Rate | Below Air-line | Rate | Below Air-line | | G.P. | V.P. |
| Addis Ababa, Eth. | 234 | 175 | 229 | 5 | 224 | 10 | 219 | 15 | 175 | 0 | 6.00 | | |
| Aden, Aden Colony | 232 | 174 | 227 | 5 | 222 | 10 | 217 | 15 | 174 | 0 | 6.00 | | |
| Alexandria, Egypt | 187 | 140 | 161 | 26 | 153 | 34 | 148 | 39 | 140 | 0 | 6.00 | | |
| *Algiers, Algeria | 139 | 104 | 121 | 18 | 116 | 23 | 111 | 28 | 104 | 0 | 6.00 | | |
| Amman, Jordan | 187 | 140 | 161 | 26 | 153 | 34 | 148 | 39 | 150 | 0 | 6.00 | | |
| #Amsterdam, Neth. | 122 | 92 | 105 | 17 | 95 | 27 | 90 | 32 | 87 | 5 | 5.00 | | |
| Ankara, Turkey | 179 | 134 | 154 | 25 | 150 | 29 | 145 | 34 | 133 | 1 | 6.00 | | |
| Asmara, Eritrea | 219 | 165 | 214 | 5 | 209 | 10 | 204 | 15 | 165 | 0 | 6.00 | | |
| Athens, Greece | 167 | 125 | 144 | 23 | 135 | 32 | 125 | 42 | 119 | 6 | 5.00 | | |
| *Baghdad, Iraq | 206 | 155 | 177 | 29 | 169 | 37 | 164 | 42 | 155 | 0 | 6.00 | | |
| Bahrein, Bah. Is. | 219 | 164 | 188 | 31 | 180 | 39 | 175 | 44 | 164 | 0 | 6.00 | | |
| *Bangkok, Thail. | 307 | 230 | 266 | 41 | 252 | 55 | 247 | 60 | 230 | 0 | 6.00 | | |
| Barcelona, Spain | 133 | 100 | 114 | 19 | 104 | 29 | 99 | 34 | 94 | 6 | 5.00 | | |
| #Basle, Switz. | 130 | 98 | 116 | 14 | 105 | 25 | 99 | 34 | 92 | 6 | 5.00 | | |
| #Basra, Iraq | 211 | 158 | 181 | 30 | 172 | 39 | 167 | 44 | 158 | 0 | 6.00 | | |
| *Beirut, Lebanon | 187 | 140 | 161 | 26 | 153 | 34 | 148 | 39 | 140 | 0 | 6.00 | | |
| Belgrade, Yugo. | 160 | 120 | 137 | 23 | 127 | 33 | 117 | 43 | 113 | 7 | 5.00 | | |
| *Berlin, Germany | 137 | 103 | 118 | 19 | 108 | 29 | 103 | 34 | 97 | 6 | 5.00 | | |
| Birmingham, Eng. | 113 | 85 | 99 | 14 | 89 | 24 | 84 | 29 | 82 | 3 | 5.00 | | |
| *Bombay, India | 263 | 197 | 226 | 37 | 215 | 48 | 210 | 53 | 197 | 0 | 6.00 | | |
| *Brazzaville, F.E.A. | 225 | 169 | 194 | 31 | 194 | 31 | 194 | 31 | 169 | 0 | 6.00 | | |
| *Bremen, Germany | 131 | 98 | 113 | 18 | 103 | 28 | 98 | 33 | 92 | 6 | 5.00 | | |
| *Brussels, Belgium | 122 | 92 | 105 | 17 | 95 | 27 | 90 | 32 | 87 | 5 | 5.00 | | |
| *Cairo, Egypt | 187 | 140 | 161 | 26 | 153 | 34 | 148 | 39 | 140 | 0 | 6.00 | | |
| *Calcutta, India | 277 | 207 | 238 | 39 | 226 | 51 | 221 | 56 | 207 | 0 | 6.00 | | |
| *Casablanca, Fr. Mor. | 132 | 99 | 113 | 19 | 108 | 24 | 103 | 29 | 99 | 0 | 6.00 | | |
| *Cologne, Germany | 127 | 95 | 109 | 18 | 99 | 28 | 94 | 33 | 90 | 5 | 5.00 | | |
| Colombo, Ceylon | 279 | 209 | 240 | 39 | 227 | 52 | 222 | 57 | 209 | 0 | 6.00 | | |
| *Copenhagen, Den. | 131 | 98 | 113 | 18 | 103 | 28 | 98 | 33 | 92 | 6 | 5.00 | | |
| Dacca, Pakistan | 277 | 207 | 272 | 5 | 267 | 10 | 262 | 15 | 207 | 0 | 6.00 | | |
| *Dakar, Senegal | 152 | 114 | 140 | 12 | 140 | 12 | 140 | 12 | 114 | 0 | 6.00 | | |
| *Damascus, Syria | 187 | 140 | 161 | 26 | 153 | 34 | 148 | 39 | 140 | 8 | 6.00 | | |
| Dar es Salaam, Tang. | 225 | 169 | 194 | 31 | 189 | 36 | 184 | 41 | 169 | 0 | 6.00 | | |
| *Delhi, India | 265 | 199 | 228 | 37 | 217 | 48 | 212 | 53 | 199 | 0 | 6.00 | | |
| Dhahran, Sau. Ar. | 219 | 164 | 188 | 31 | 180 | 39 | 175 | 44 | 164 | 0 | 6.00 | | |
| *Djibouti, Fr. Som. | 230 | 172 | 198 | 32 | 198 | 32 | 198 | 32 | 172 | 8 | 6.00 | | |
| *Douala, Cameroons | 216 | 162 | 187 | 29 | 187 | 29 | 187 | 29 | 162 | 0 | 6.00 | | |
| Dublin, Ireland | 108 | 81 | 103 | 5 | 100 | 8 | 97 | 11 | 81 | 0 | 5.00 | | |
| #Dusseldorf, Ger. | 127 | 95 | 109 | 18 | 99 | 28 | 94 | 33 | 90 | 5 | 5.00 | | |
| *Elizabethville, B.C. | 225 | 169 | 194 | 31 | 194 | 31 | 194 | 31 | 169 | 0 | 6.00 | | |
| #Frankfurt, Germany | 130 | 98 | 112 | 18 | 102 | 28 | 97 | 33 | 92 | 6 | 5.00 | | |
| #Geneva, Switz. | 130 | 98 | 112 | 18 | 102 | 28 | 97 | 33 | 92 | 6 | 5.00 | | |
| #Gothenburg, Sweden | 133 | 100 | 114 | 19 | 103 | 30 | 98 | 35 | 94 | 6 | 5.00 | | |
| #Hamburg, Germany | 131 | 98 | 113 | 18 | 103 | 28 | 98 | 33 | 92 | 6 | 5.00 | | |
| *Hanover, Germany | 131 | 98 | 113 | 18 | 103 | 28 | 98 | 33 | 93 | 5 | 5.00 | | |
| #Helsinki, Finland | 147 | 110 | 125 | 22 | 115 | 32 | 110 | 37 | 104 | 6 | 5.00 | | |
| *Innsbruck, Aus. | 139 | 104 | 119 | 20 | 108 | 31 | 103 | 36 | 98 | 6 | 5.00 | | |
| *Istanbul, Turkey | 179 | 134 | 154 | 25 | 150 | 29 | 145 | 34 | 133 | 1 | 5.00 | | |
| Jakarta, Indonesia | 323 | 242 | 277 | 46 | 263 | 60 | 258 | 65 | 242 | 0 | 6.00 | | |
| Jeddah, Sau. Ar. | 209 | 156 | 180 | 29 | 180 | 29 | 180 | 29 | 156 | 0 | 6.00 | | |
| Jerusalem, Jordan | 187 | 140 | 161 | 26 | 153 | 34 | 148 | 39 | 140 | 0 | 6.00 | | |
| *Johannesburg, U. of S.A. | 225 | 170 | 194 | 31 | 189 | 36 | 184 | 41 | 169 | 1 | 6.00 | | |
| *Karachi, Pakistan | 251 | 188 | 216 | 35 | 206 | 45 | 201 | 50 | 188 | 0 | 6.00 | | |
| Khartoum, A.E.Sud. | 209 | 157 | 188 | 21 | 188 | 21 | 188 | 21 | 157 | 0 | 6.00 | | |
| Kuwait, Kuwait | 215 | 161 | 185 | 30 | 175 | 40 | 170 | 45 | 161 | 0 | 6.00 | | |
| *Leopoldville, B.C. | 225 | 169 | 194 | 31 | 194 | 31 | 194 | 31 | 169 | 0 | 6.00 | | |
| Libreville, F.E.A. | 225 | 169 | 205 | 20 | 205 | 20 | 205 | 20 | 169 | 0 | 6.00 | | |
| Liverpool, Eng. | 112 | 83 | 99 | 13 | 89 | 23 | 84 | 28 | 82 | 1 | 5.00 | | |
| *London, England | 115 | 87 | 99 | 16 | 89 | 26 | 84 | 31 | 82 | 5 | 5.00 | | |
| *Luanda, P.W.A. | 240 | 180 | 206 | 34 | 206 | 34 | 206 | 34 | 180 | 0 | 6.00 | | |
| Lusaka, No. Rhod. | 225 | 169 | 194 | 31 | 189 | 36 | 184 | 41 | 169 | 0 | 6.00 | | |
| Madras, India | 274 | 206 | 269 | 5 | 264 | 10 | 259 | 15 | 206 | 0 | 6.00 | | |
| Madrid, Spain | 129 | 97 | 111 | 18 | 101 | 28 | 96 | 33 | 91 | 6 | 5.00 | | |
| *Malmo, Sweden | 133 | 100 | 114 | 19 | 104 | 29 | 99 | 34 | 94 | 6 | 5.00 | | |
| Malta, Malta | 147 | 111 | 142 | 5 | 137 | 10 | 132 | 15 | 111 | 0 | 5.00 | | |
| Manchester, Eng. | 112 | 83 | 99 | 13 | 89 | 23 | 84 | 28 | 82 | 1 | 5.00 | | |
| *Marseilles, France | 132 | 99 | 114 | 18 | 103 | 29 | 98 | 34 | 93 | 6 | 5.00 | | |
| *Milan, Italy | 140 | 105 | 120 | 20 | 110 | 30 | 105 | 35 | 99 | 6 | 5.00 | | |
| Monrovia, Liberia | 182 | 137 | 170 | 12 | 170 | 12 | 170 | 12 | 137 | 0 | 6.00 | | |
| Moscow, U.S.S.R. | 184 | 137 | 170 | 14 | 170 | 14 | 170 | 14 | 137 | 0 | 7.00 | | |
| *Munich, Germany | 137 | 103 | 118 | 19 | 108 | 29 | 103 | 34 | 97 | 6 | 5.00 | | |
| *Nairobi, Kenya | 225 | 169 | 205 | 20 | 205 | 20 | 205 | 20 | 169 | 0 | 6.00 | | |
| Naples, Italy | 149 | 112 | 128 | 21 | 118 | 31 | 113 | 36 | 106 | 6 | 5.00 | | |
| N'Dola, No. Rhodesia | 225 | 169 | 194 | 31 | 189 | 36 | 184 | 41 | 169 | 0 | 6.00 | | |
| Nice, France | 132 | 99 | 114 | 18 | 104 | 28 | 99 | 33 | 94 | 5 | 5.00 | | |
| Nicosia, Cyprus | 174 | 130 | 169 | 5 | 164 | 10 | 159 | 15 | 130 | 0 | 5.00 | | |
| *Nuremberg, Germany | 134 | 101 | 115 | 19 | 105 | 29 | 100 | 34 | 95 | 6 | 5.00 | | |
| *Oslo, Norway | 131 | 98 | 113 | 18 | 103 | 28 | 98 | 33 | 92 | 6 | 5.00 | | |
| *Paris, France | 122 | 92 | 105 | 17 | 95 | 27 | 90 | 32 | 87 | 5 | 5.00 | | |
| Pointe Noire, F.E.A. | 225 | 169 | 205 | 20 | 205 | 20 | 205 | 20 | 169 | 0 | 6.00 | | |
| Port Gentile, F.E.A. | 225 | 169 | 205 | 20 | 205 | 20 | 205 | 20 | 169 | 0 | 6.00 | | |
| *Prestwick, Scotland | 108 | 82 | 93 | 15 | 83 | 25 | 78 | 30 | 77 | 5 | 5.00 | | |
| Rangoon, Burma | 295 | 221 | 290 | 5 | 285 | 10 | 280 | 15 | 221 | 0 | 6.00 | | |
| *Rome, Italy | 146 | 109 | 125 | 21 | 115 | 31 | 110 | 36 | 103 | 6 | 5.00 | | |
| Saigon, Indo-China | 327 | 245 | 281 | 46 | 268 | 61 | 263 | 66 | 245 | 0 | 6.00 | | |
| *Salzburg, Aus. | 139 | 104 | 120 | 19 | 110 | 29 | 105 | 34 | 99 | 5 | 5.00 | | |
| *Singapore, Br. Col. | 316 | 237 | 271 | 45 | 259 | 57 | 254 | 62 | 237 | 0 | 6.00 | | |
| Stanleyville, B.Cgo. | 225 | 169 | 194 | 31 | 194 | 31 | 194 | 31 | 169 | 0 | 6.00 | | |
| *Stockholm, Sweden | 133 | 100 | 114 | 19 | 103 | 30 | 98 | 35 | 94 | 6 | 5.00 | | |
| *Stuttgart, Germany | 132 | 99 | 114 | 18 | 103 | 29 | 98 | 34 | 93 | 6 | 5.00 | | |
| *Tangier, Tangier | 132 | 99 | 114 | 18 | 108 | 24 | 103 | 29 | 99 | 0 | 6.00 | | |
| *Teheran, Iran | 223 | 167 | 192 | 31 | 182 | 41 | 177 | 46 | 167 | 0 | 6.00 | | |
| *Tel Aviv-Yafo, Israel | 187 | 140 | 161 | 26 | 153 | 34 | 148 | 39 | 140 | 0 | 6.00 | | |
| *Tripoli, Libya | 147 | 111 | 134 | 13 | 134 | 13 | 134 | 13 | 111 | 0 | 6.00 | | |
| Tunis, Tunisia | 141 | 106 | 131 | 10 | 131 | 10 | 131 | 10 | 106 | 0 | 6.00 | | |
| *Vienna, Austria | 143 | 108 | 123 | 20 | 113 | 30 | 108 | 35 | 102 | 6 | 5.00 | | |
| #Zurich, Switz. | 130 | 98 | 112 | 18 | 102 | 28 | 97 | 33 | 92 | 6 | 5.00 | | |

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